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Special Feature This Issue  
England's International  
Wooden Boat Show



# messing about in BOATS

Volume 12 - Number 3

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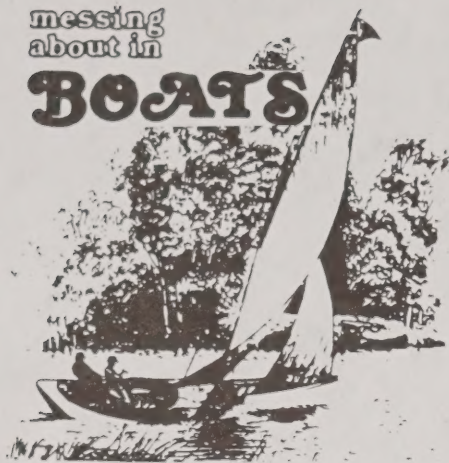
June 15, 1994





messing  
about in

# BOATS



Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues.

Address is "Messing About in Boats",  
29 Burley St., Wenham, MA 01984.  
Telephone is (508) 774-0906.  
Publisher & Editor is Bob Hicks.

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## Our Next Issue...

Has another boat show report; in counterpoint to the scope of this issue's event in England is Rags Ragsdale's report on the show at Depoe Bay, Oregon, self styled as "the world's smallest harbor". Also we'll have reports on two model boat events, Marblehead, Massachusetts' "100th Anniversary Redd's Pond Regatta" by John Snow and Okinawa's "International Model Yacht Race" from Sam Marsh.

Two adventures that were dropped from this issue, Eugenia James' "Simplicity on Amistad Lake" and "After Fifteen Landlocked Years" will be supplemented by Mac McCarthy's "Four Days in the Okefenokee" and David Hume's excerpt from his new book "Blueberry", "Solo September Cruise".

Designs we'll look at include Don Baarstad's "Sinker Bill", "The Simmons Sea Skiff" by Dave Carnell, Jim Thayer's "How Many Does It Sleep?" and Phil Bolger's "Chebacco 25".

Projects include "Setting up Sail on an Old Town Canoe" by Mark Deveau, "Building a Folding Kayak" by Marion McClure and "Saving the Last Coastal Steamboat - Nobska" by the Friends of Nobska. More discussion about that Noble Spar appears with Ernest Murphy's "Mathematics of Mast Building" and Scott White's "Correcting Inadequacies". Scott also follows up on his flotation article with more about "Locating Flotation". "What You Are Building" looks at a "Senior Citizen's Sampan" and a "Swan Boat".

## On the Cover...

A coracle looks pretty safe for a youngster to enjoy paddling, especially if the water is in a shallow pool ashore inside a big ground covering tarp. Gordon Talley catches this action on the cover at "England's International Wooden Boat Show featured in this issue.

# Commentary

As most of you realize from my ongoing discussion on this page of what I am doing, I haven't found time yet to get to work on the 50 or so detail items the Cape Dory 19 needs done before it hits the water. I've just been doing other things that I perceive as having higher priorities. So it seems pretty unreasonable for me to start exhibiting a growing interest in yet another form of messing about in boats. The form that has gained more than passing interest from me is the trimaran. And this is due mainly to Dick Newick's low key but persistent espousal of his lifetime enthusiasm for such craft, of which he is a world famous designer.

My gradual tilting towards more interest in trimarans has been encouraged by my designing and fabricating a set of retractable amas for my Seda Viking sea kayak, amas that fold up behind the cockpit on the rear deck, and open out and lock into place to provide stability for trying out a BSD sail rig I've now had around for several years. Yes, another oft-postponed project. Concluding that I could not sail the kayak without some outrigger support, I decided to build this setup rather than install one of Balogh's aluminum crossbars cum flotation pods as I wanted it both ways; a sailing craft and a narrow paddling craft. The rig I've worked up allows rigging and dewatering afloat to accommodate to my whims or conditions in which I might be using it.

So where does Dick Newick come into all this? I had known of his work from reading in the nautical press over the years but it wasn't until I met Dick that his ideas began to seem attractive to me. I had something of a bias towards the monohull as being more "traditional" a way to sail, even with its need for various stratagies for dealing with heeling and it's concomitant loss of drive from the sails and perceived instability. Dick spoke to our traditional small craft club at the Peabody Museum in Salem, Massachusetts last year, and right off to this "traditionalist" group pointed out that multi-hulls predated most monohull designs by centuries, in their widespread use in the South Pacific colonizing the vast areas of small island archipelagoes.

Dick is persuasive in his easy way, and surprisingly philosophical about the widespread, often belligerent resistance to, and non-acceptance of, his and other multihull designers' views. He just figures the nay-sayers need more educating. Meanwhile he continues to design trimarans that way outperform monohulls of similar size and financial investment, outperform in terms of efficient use of wind power, particularly in quantum leaps in speeds and thus in distance travelled in any given conditions.

Dick is an active member of the Amateur Yacht Research Society despite being himself a professional. Amongst these dreamers and doers at the leading edge of boat design thinking Dick finds kindred spirits. At this group's past winter's annual gathering Dick introduced a 1/8th scale model of his latest trimaran design, a 16 footer he's now arranging to

have built in prototype. You'll hear more on this when it hits the water this fall. Dick suggests I might enjoy a 16 knot outing in it with him. This could be very dangerous to my existing commitments to certain boats.

Well, obviously my attention is swerving aside from existing ongoing unfinished projects, not the first time this has happened. It's too bad my attention span is so short, only a few years with something and my eye wanders to something else. I do a lot of dreaming, planning, even building or rebuilding, but not much on-the-water experiencing of my enthusiasms before shooting off in another direction.

Since my kayak with amas and sail rig is essentially ready to go on "sea trials" on the local pond I do expect to learn how this will work this summer, and if it works well enough, venture forth in it onto more open waters around here. If it's behaviour does not disabuse me of my enthusiasm, there's the prospects of a set of amas for our Seda Tango double by

fall. Andy Zimmerman of Wilderness Systems is developing fairly low cost rotomolded amas for retrofitting to large double sea kayaks for sailing and I perhaps might acquire a set to try.

Friends who are aware of my penchant for ongoing tinkering and not much follow-up sailing still urge me to make up my mind, settle on something that pleases me and get with it out on the water. As each new "answer" comes into my life, they must despair of this ever happening. A long string of unfulfilled bygone sailing plans suggests that my true interest really is in the tinkering, although I'm not yet ready to admit to this. First I gotta find out if this trimaran thing might be it!

Dick Newick's 36' trimaran "White Wings" is much more ambitious in scale than my interests in his ideas can reach but it's illustrative of the type.





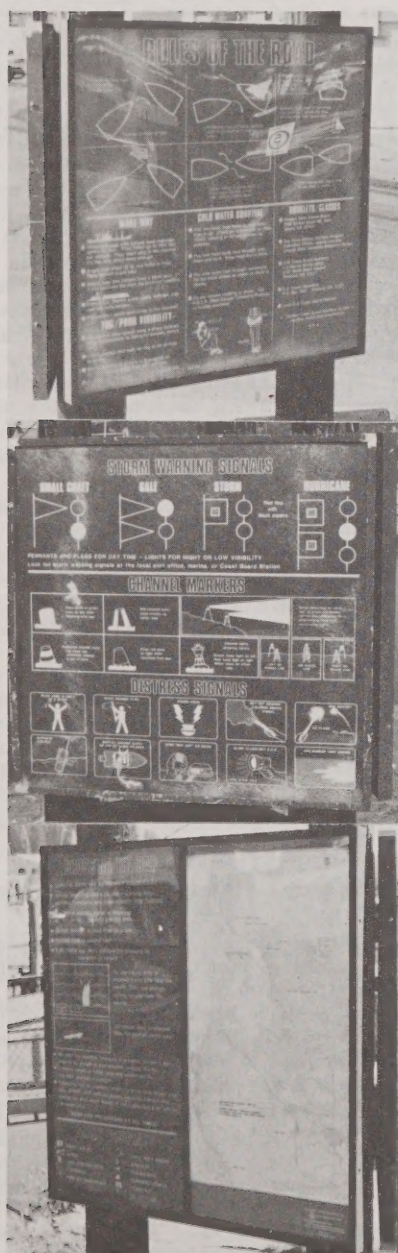
## Effective Safety Effort

On a trip last summer to Oregon, we travelled the coast looking into small harbors to see how boating was done there. In the village of Garibaldi we came across the three sided billboard pictured at the municipal launching ramp.

One side displayed basic rules of the road, a second had weather information, storm warnings and emergency signal information, and the third was a chart of the harbor with explanatory sidebar about the symbols used on the chart.

This struck me as a sensible way to try to get safety messages to boaters, better than assorted pamphlets that just don't seem to get into the hands of those who most need them. A sign at the ramp is highly visible, attracts curiosity and is ever present in reminding ramp users of boating safety basics. It's something we could well use here.

Bob Whittier, Duxbury, MA.



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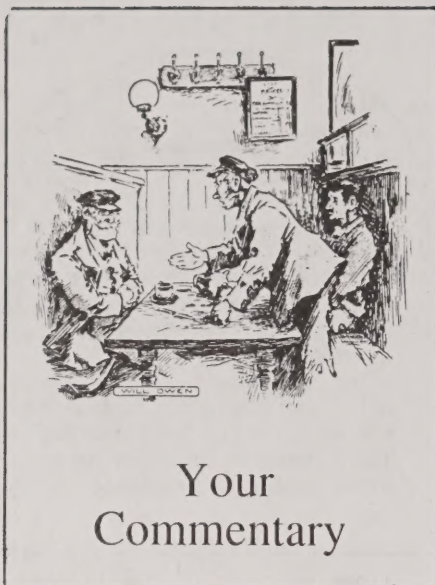
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## Your Commentary

### PROPER PADDLING TECHNIQUE

TNT Kemble in his article "A Solution to Proper Canoe Paddling Technique" presents a canoe paddling contraption that he claims will cause the traditional canoe paddle to "be relegated to the museums." Anybody who took TNT up on this is probably knocking on the museum door to get their paddle back.

There is a reason this contraption hasn't been seen since 1972. It simply will not work to efficiently propel and maneuver a canoe! Need to do a draw, push-away, or scull to move your canoe sideways to or from a dock? How about a sideslip to avoid a submerged obstacle? The paddles on TNT's device only work in one axis. How about a low or high brace to prevent capsizing from a powerboat wake? Not with this device.

An important principle with any muscle powered craft is to maneuver without losing momentum. The only way to make a sharp right turn with TNT's device is to hold the right paddle in the water as a brake and paddle furiously with the left paddle. This right paddle brake robs precious momentum that is only regained by expending extra (and tiring) muscle power. The classic canoe paddle permits efficient radical turns because it can be placed at a feathered angle well away from the center of gravity of the canoe. The eddy turn, an important moving water maneuver, is impossible with TNT's device. There's no way to reach over the eddy line and plant the paddle at a 45 degree angle.

TNT's device doesn't even work well for straight-ahead paddling. With this device, all the paddling effort must be supplied by the relatively small muscles of the arm. Good technique with a traditional paddle makes extensive use of the large muscles of the torso. Making use of the torso muscles has a profound effect on endurance and well being over a long day of paddling.

The traditional paddle, elegant in its simplicity, has been around so long because it works so well. I don't think it will be replaced anytime soon, especially by this contraption from "PopularMechanics" Douglas Spahr, Cocoa, FL.

### REGISTERING YOUR HOMEBUILT BOAT

I'm almost finished with my Great Pelican so today I made copies of all the materials purchased receipts, circled the tax amount with a red pen and on a separate sheet made two columns of figures, one with the tax amount from each receipt and one with the total purchase before taxes. I then totaled each column. The state wants to be sure the governor receives all of his due. I had to pay about ten dollars taxes because some purchases were made in another county at a lower tax rate.

At the Dept. of Licensing, I filled out an application of title and statement of origin for homebuilt vessels and asked that my sail number be assigned as my hull number, which is OK if no other boats have it already. And after forking over sixty dollars I was promptly given my new registration numbers, stickers and registration certificate. It was that easy. Last year I went in and asked for the requirements and forms so that I could be prepared when the time came. The title will be mailed as with any auto.

The requirements could vary between states so check in advance. The procedures could even vary between offices of the same state. It's most important to save all the receipts for proof of sales tax paid, otherwise an assessor will look at the vessel and assign a value that you will have to pay sales tax on.

Tony McGarry, Seattle, WA.

### THANKS FOR GOOD IDEAS.

Thanks to Joe Dobler for the idea on an endless line for the tiller. It would allow using a sheet bend to hold a sail keep drawing yet carry the sheet forward to tank it out and let the sail go if a gust hits.

Thanks to David Carnell for the suggestion on using hot melt glue for polyethylene. Now we needn't be stuck with old bottles to make repairs as plastics are sold in sheets & sections.

Splicing a cable centerboard pennant is difficult at best, the unruly wire ends hard to control even with tape. I tried wrapping them with twisted plastic bread wrap, melting it down with a torch, then doing the same on the completed splice. It's not perfect but it helps.

I've used battery powered lights on bicycles and they didn't last long. I eventually repaced them with generator powered lights. I hope someone would figure out how to run a generator off a propellor hung overboard.

Jim Hodges, 1304 Radford Rd.,  
Wilmington, DE 19803.

### LOOKING FOR OLD ROWING SCENES

Watermark sells rowing related products, clothing, mugs, prints, etc., to the collegiate rowing market. Over the past 18 months we have begun to sell more to the open water rowing enthusiasts. We are now planning our 1995 catalog and am looking for old photos, engravings, postcards, etc. over 50 years old that illustrate open water rowing. Visuals of whaling boats, lifeboats, logging boats, fishing dories, etc. Can any readers help us with this search?

Alexander Bridge, Watermark, P.O.  
Box 2732, Kennebunkport, ME 04046.



## THE RUSSIAN CONNECTION

We are building a Bantry Bay Gig at our Sea History Club in St. Petersburg, Russia.. What is so interesting about this 38', 10 oared, 3 masted, lug rigged replica of a fast 18th century ship's boat of the type used for the Atlantic Challenge is the place where it is being built, the methods of obtaining materials and the people who are doing the work.

In the center of St. Petersburg on the bank of the Neva River in a long narrow log building (that was impossible to heat in January and February) the youths of the Sea History Club aged 12 to 24 have been building the gig for 6 months in ways that both get the job done and involve these youths in a "hands on" working and learning process.

There are no mail order suppliers to call up, give a credit card number to, and expect delivery of 2 lbs of nice fluffy caulking. Here, we found an old cotton mattress in the city, cut it open, brushed out the lumps and hand rolled it. That day anyone who came through the door of the shop was given either caulking irons or wooden wedges to pack the seams.

In the past three years, The Apprentice Shop of Nobleboro, Maine has hosted four Russians aged 17 to 23 for one year each. Now, here in St. Petersburg, three of these students and myself also a "graduate" of this same shop are leading a volunteer crew. The Russian shop has also been a stopping place for many Americans and other foreign visitors over the past year.

This summer will see the Russian gig and her crew on Georgian Bay, Ontario, for the annual meeting of the Atlantic Challenge Foundation's Seamanship Trials, which take place August 2nd - 10th 1994. Each year these trials are hosted by one of the countries where the Foundation has a shop. Last year it was held in Brest, France.

On June 2nd the Russian Navy will dock in New York and drop off the gig and her crew. The gig will be taken to the shop in Maine to be rigged and to commence sea trials and finish training the crew.

What is really being built here is not only a big boat, but also the rebuilding of a part of Russia through its youth.

For more information about the Seamanship Trials in Canada, or about the Atlantic Challenge Foundation please contact me.

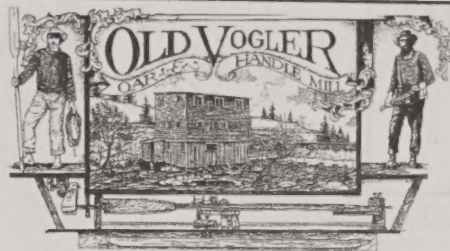
James W. Gregg, c/o Atlantic Challenge Foundation, P.O. Box B, Rockland, ME, 04841, (207) 594-1800.

## DIVERSITY OF SMALL CRAFT

I attended the recent Cedar Key small craft meet which had good weather and an abundance of diverse small craft. No doubt Hugh Horton will write an article for you.

I was there with my McGregor 26 and enjoyed a pre-meet trip up the Suwannee River, followed by a leisurely cruise around the islands at Cedar Key doing some bird watching from my Whisp skiff and taking in the visuals of the shifting poetry of distant sails, changing winds and clouds, pelicans in flight, and dolphins' fins.

Martin Stevens, Black Mountain, NC.



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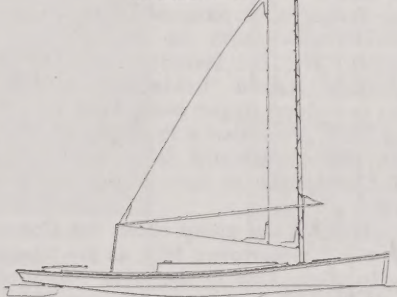
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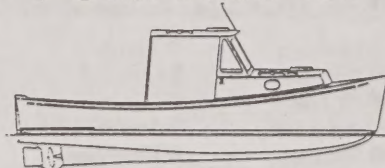
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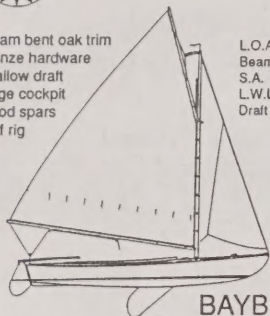
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# **Cruising the Chesapeake in April**

By Nancy Lee Harvey

Easter vacation is a good time for sailing, if you live where the water is in the liquid form. It's a good time to get away after a long winter of just reading about sailing. The Chesapeake is just far enough south to be a reasonable drive from New York state, and warm enough for an early spring sail.

We had three different cruises in three different years with a total of five different boats. The we refers to three couples from upstate New York, who belong to the Whitney Point Sailing Club, which meets at Dorchester Park, and we trailer our boats.

The Pearsalls sailed a Nimble 20, named "Bunyip", which is a yawl with tanbark sails of the sharpie tradition. The Halls sailed an Eel, which is an 18 foot William Garden open canoe-yawl, with tanbark sails and a boom tent, in years one and three. In year two, 1993, they sailed their Bolger Black Skimmer, which is a cat spritsail yawl with lee boards, also a sharpie. We, the Harveys, sailed a 20' Ensenada, named "Leviathan", in 1992. This is a sloop rigged swing keel. In 1993 and 1994, we sailed a Precision 23 sloop with keel centerboard. It is important on the Chesapeake to have a shallow draft boat.

In 1992 the group chose the Chester River in Chestertown, MD, as the launching location. Due to the wind conditions on the open bay in April, often small craft warnings, the river's more sheltered waters are more appealing for spring cruising.

Chestertown is a town for tourists. We enjoyed touring the oldest port on the Chesapeake. The municipal launch areas, however, are expensive for non-residents. We chose the Eastern shore for the lack of dense population and many natural settings where wildlife abounds. Scott's Marina offered a place to tie up, shower, and serve as a home base.

Day one we sailed downriver to a heron rookery and anchored for lunch. On the way we saw ospreys that had built their nests on channel markers. To go up river we had to blow our horns to have the bridge opened. Sailing upriver we saw many more wild birds such as egrets, cranes, buzzards, ducks, geese, and great blue as well as other types of herons. A working skipjack was a nostalgic sight to readers of "Chesapeake". On the rainy day we watched collegiate interclass sailing races on the river. In either direction from town we found working watermen either netting fish, tonging for oysters, or tending their crab traps. Evenings we walked to find as many types of local seafood as possible.

In 1993, we wanted to go further south for warmer weather. The Choptank River offered a free launch at Dorchester Hospital and free parking for anyone with a boat trailer. The municipal marina at Cambridge was run by Sarge. We found the area very welcoming to visitors and not a tourist town. The bridge at Cambridge is a fixed bridge you can easily sail under with a clearance of 50'. In the town we saw a new skipjack being built, and beautiful swans. Sailing upriver we again saw working watermen and many birds as we meandered around the "S" curves of the river and the mud flats. Off one slough to the north we were sure we had seen the home of the "Turlocks" from "Chesapeake".

We tried anchoring out at night and enjoyed the solitude. Evenings in port we continued our search for fresh seafood, seeking as much variety as possible. Crab soup is different in each restaurant, as are crab cakes. On the rainy day we visited the maritime museum in St. Michaels. The rainy day midweek meant few visitors, so we could explore the old lighthouse, the log canoes, and the new transportation

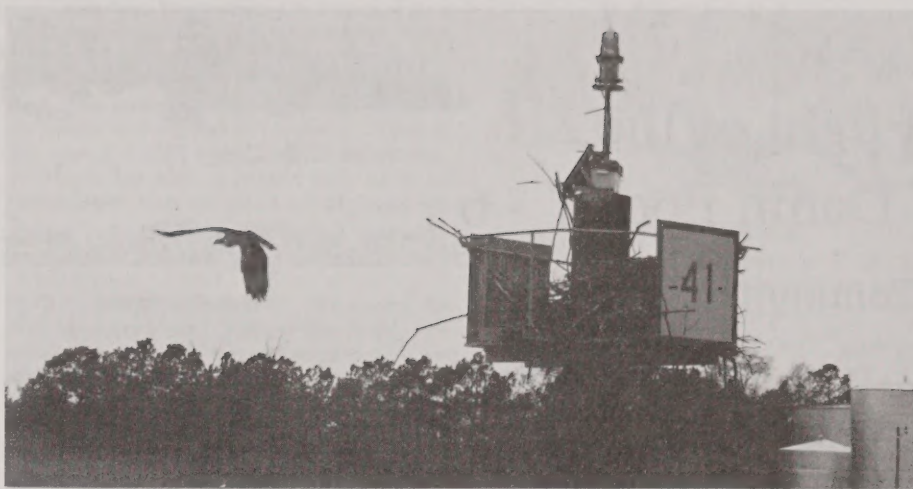


museum that had just opened April 1st, and more at our leisure.

1994 brought only two couples for our spring sojourn. On the Monday after Easter, we tried to launch at Cambridge, but found an extremely low tide. The Halls launched at Choptank at a small marina upriver. We waited until a higher tide the next day and launched at a new deeper launch up a creek and under a lift bridge. After the late launchings and some engine trouble, we didn't get to sail upriver as planned, but sailed around the Cambridge area to the west. Rain came in the next day so we motored upriver to Choptank. Halls had sailed upriver from Choptank to a state park where they stayed over. It took them four hours to get there. The next day it took ten hours to return, sailing against tidal current and against the wind. A real storm came in during the night with 35 knot winds, so we battened down for the day. We couldn't even motor in reverse against the wind to change positions in the marina after the wind had shifted.

In the Chesapeake one always needs to watch charts and buoys to avoid grounding, and even then the mud bars shift. Our charts were published by the State of Maryland. This year we heard an unusual story. A large keel boat was sailing in the channel, using charts. Suddenly they hit a solid object. Upon diving to identify the object, they found it to be a Volkswagon. The Volkswagon had sunk through the ice during winter ice fishing. It was a strange occurrence to report to the Coast Guard.

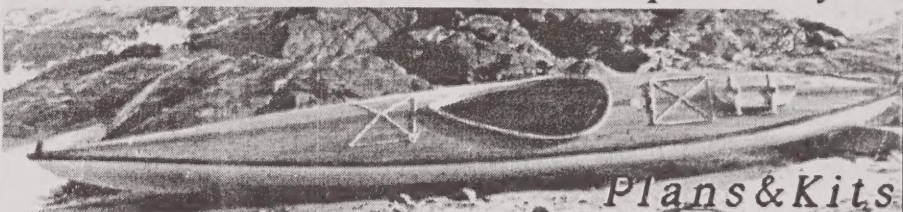
As in past years we endeavored to check out the seafood such as crabs and oysters, and saw watermen fishing and eeling.



We'll sail the rest of the spring, summer and fall in New York State lakes. But we'll be back to the Chesapeake next

Easter for our relief from winter and launch into spring.

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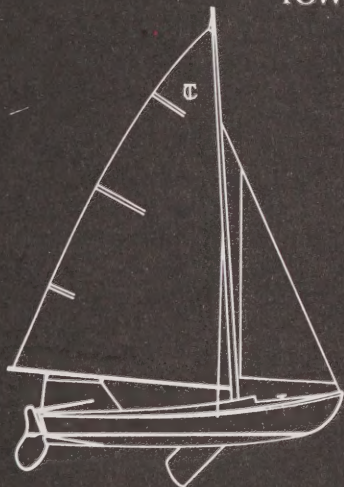
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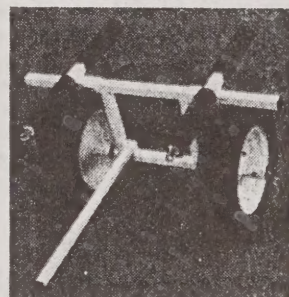
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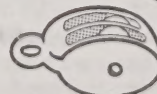


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# Flight of the "Damn Foole" - 6

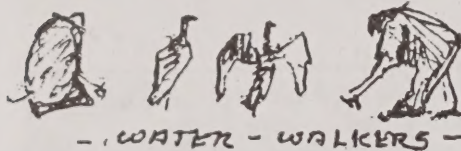
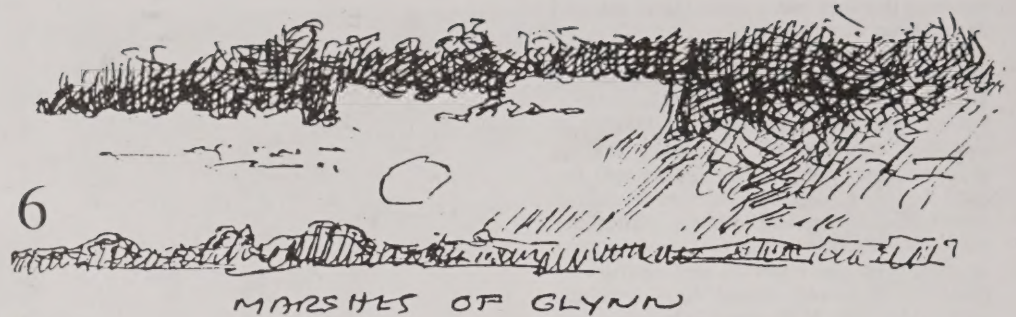
## Continuing South

By Tom

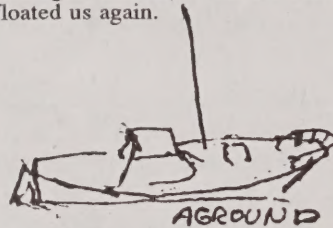
Tuesday, November 16. We left the dock at Spooner's Creek at 7am in a light morning fog, expecting it to burn off leaving high wispy clouds. A large sailboat was aground in mid-channel. Cormorants were standing on the surface of the water all about. Water walking clammers dug for

when I got out and cleaned its bottom. When we refloated I anchored in deeper water, fore and aft with two anchors.

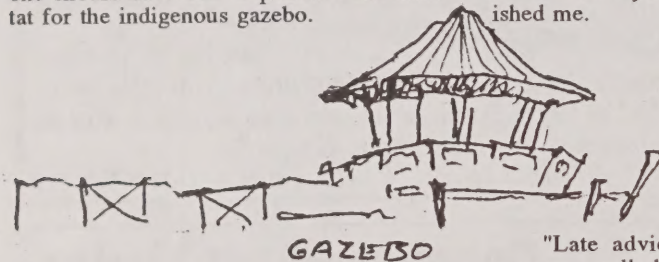
Thursday, November 18. In trying to get out of the damn creek (Mill Creek) we ran aground again and sat in the mud until the tide floated us again.



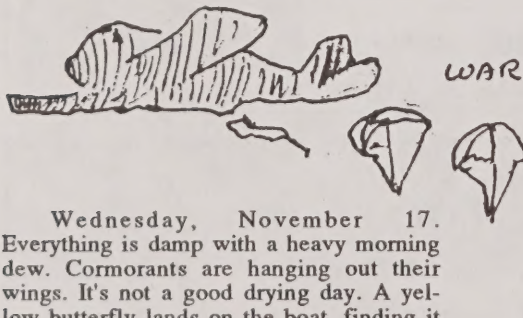
their daily bread. We passed gazebos hanging out over the water. After the whole damn waterfront is privately owned everyone should have one to preserve the habitat for the indigenous gazebo.



"You should know better than to go into a creek where there are no soundings on the chart you dope," the boat admonished me.



We were stopped at LaJune so the army could practice war. Planes flew overhead to drop parachutists like bird droppings. Cannons fired across the inland waterway for two hours, after which we were permitted to anchor in Hammock Bay at 4:45pm but we were warned not to go ashore because a ground war was in progress and civilians were fair game as in all wars.



After recovering the bike we were boarded by the Coast Guard. "Everything aboard has expired," I was told. The stove was dangerous and the toilet was an ornament. The life jackets were for children. "I hope you don't have weapons because I'd hate to see them."

"Don't have any weapons," I said.

"Great, and don't ever get any," I was told. I was handed an official looking paper that said nothing when they left.



We tied up at a private dock at Carolina Beach and were told to leave immediately by an attentive watchman. We anchored out in the channel but later when the wind picked up the anchor dragged so we returned to the private dock and stayed the night.



Friday, November 19. By 6:30am we were drifting on a favorable tide, passing large cargo ships and fishing boats. We stopped at Southport Marina but they wanted \$1 a foot for dockage so we continued on and anchored in Dutchman's Creek by 2pm just as the tide turned against us. It was a short day. "Tomorrow we'll play the tide again." Flies visited the boat when I cooked soup. We had a party, they left late.



Saturday, November 20. The wind was light from the northwest with a clear sky. A large sailboat anchored nearby was aground. Seabirds on a bias lined the shore. I wondered why they were leaning.



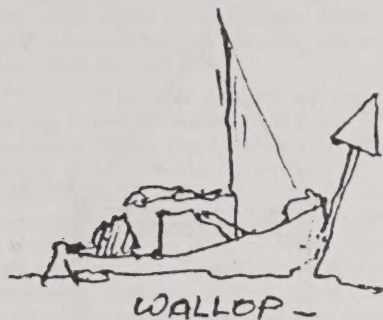
"They either have a good reason or they're trying to drive you crazy," the boat explained.

Wednesday, November 17. Everything is damp with a heavy morning dew. Cormorants are hanging out their wings. It's not a good drying day. A yellow butterfly lands on the boat, finding it hard flying. We pass many large grand houses under construction right down on the water with no consideration for a storm. Both shores are walled so that the wakes of the boats wash back and forth like in a bathtub, with no growth to deaden them.

At noon we waited one hour for a bridge to open. Later we went aground in a creek and laid over 45 degrees to add to my bitchy mood. The boat was delighted



Later we pulled into a rundown marina for gas. The boat wanted to stay. I ignored it and pulled out against the tide. We soon hit a marker post. Gave it a damn good wallop, bent the bow pulpit all to hell. I didn't see the damn thing and the stupid boat headed right for it. It always heads for the nearest obstruction, nearest shore, nearest boat, nearest anything.



Well, that decided it, we returned to the rundown marina where we took a slip for \$6 and I looked for a tavern. A barmaid was too attentive, fidgeting about me like a fly. I returned to the boat to find it sitting in the mud like a contented pig. I wondered if we'd be able to leave in the morning.

Sunday, November 21. I couldn't sleep, depressed, and it only gets worse if I lie abed. Frost on the deck. The boat was afloat so I moved it to the outer dock so it wouldn't be aground later. Feeling strange as the sky lightened up with no sun. Had a southern breakfast of biscuits and gravy. Decided I'd best stop soon, rest, see something, museum, botanical garden, aquarium, anything to distract me. My mind is tearing over itself. The motor stalled three times in transit. Hope it holds up. Passed many pelicans sleeping on posts. Many



hawks and turkey vultures circled overhead accompanying cabled golf carts that spanned the waterway. Nothing impedes the royal game.



Monday, November 22. I awoke to a cool morning haze. We were alone, must be the last migrationist. All other creatures arrived at their winter grounds long ago. The motor refused to start. I cleaned its plugs and cursed it properly. When it did start it stalled when I pulled the anchor. It would not idle, it would only race, so when it did start we raced all day until we pulled into Georgetown, tying up a the town dock, which allowed a 24 hour tieup. A nice town.

Tuesday, November 23. We stayed the day anchored out. Visited the local rice museum. A black woman explained how slaves cleared the swamp to grow rice for the planters. I couldn't imagine the labor involved changing nature into something unsuitable, but perhaps we're still slaves clearing swamps for technology, industry. More bullshit.

Oddly enough I met another boater of the same mind. He lived on a folkboat and had recently sailed it offshore where the rudder broke off in rough weather. Discovering that the lower pintle wasn't in its gudgeon (wasn't attached properly) he was eventually towed through the heavy surf of the inlet to this town. Now he was trying to repair the damage.



He was a knowledgeable street person, said that society was filled with junk that we're drowning in, that education creates better predators. He would have none of it, playing the banjo and writing songs. He'd had a job as a bartender at a local pub but argued with customers, ending in a fight, and was fired. Been on drugs, had headaches and visual blackouts. Interesting character with a diminishing habitat, an endangered species.



Wednesday, November 24. We left Georgetown at 8am passing through frothy foam on the water. A favorable current and a following wind gave us great conditions. We passed another tree filled with turkey vultures. Dolphins played about the boat. Camouflaged hunters in duck boats stalked about. We covered 49



**VULTURE TREE**

miles in 8 hours, anchoring in Whiteside Creek by 4pm. We'll never do that again. Too tiring for the boat and I.



**HUNTER**

Thursday, November 25. Thanksgiving holiday. A clear, cold windy morning. Gale force winds predicted within six hours, with only 15 miles to Charlestown. Should hide in a creek but we took the chance to cross the open bay. We found ourselves running before the wild wind and the breaking waves of a following sea, gratefully hiding behind the headland of Chinatown at the worst of the weather, then safely docked, then taverned. I had a turkey dinner while the football game on TV ended in a fight. The spectators in the stands started fighting. The patrons in the tavern started fighting. All over an adolescent game confined to a playing field with umpires and rules. Humanity is hopeless. I left to sit in the park faced with a moment of truth, justice, etc., a 100 foot obelisk topped by Senator Claghorn urinating on his public.



(To Be Continued)

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## Dynamite Nuggets

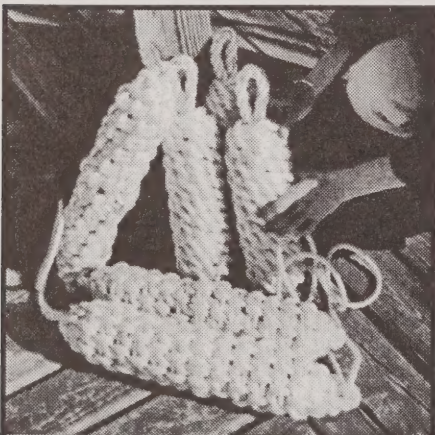
By Dynamite Payson

(1) Given a 50-50 chance of doing something the easy or the hard way, we generally pick the hard (speaking from experience). I'm a little on the short side in stature, which is good for stand up rowing a peapod. Or as my lanky friend Peter Spectre says after trying to row a peapod standing up, "Dynamite's a tad shorter than I am."

So when it came to stepping the mast in "Bobcat" my 12' catboat, I didn't have much leverage. After dropping it twice, it finally dawned on me to tip the boat on its side and ram the mast in on the level.

(2) Having built my share of plywood boats over the years, sealed with the best of sealers and painting them with Woolsey's best yacht paints, and laid on with no less than the best Badger hair brushes, I've come to the conclusion it was all a waste of time. No matter how good the preparations, base coats and all, boats left outdoors were a mess in no time with paint cracking and peeling on the plywood. Ah, but on the fiberglass the paint was perfect and stayed that way, regardless of time or weather. Now I glass the whole outside, (not the interior). I use latex based paint inside and out. Why didn't someone tell me that 30 years ago?

(3) Want to find the middle of something fast without dealing with fractions? For instance to find the middle of a board, guess at it and mark where you've guessed. Measure from the edge of the board where you guessed, and from the other edge the same distance, and split the difference. Try it, you will be amazed at how accurate you can guess, and the time saved from not having to deal with fractions. "But I might be off a thousandth," say the pattern makers and engineers. To which Phil Bolger replies, "Boats don't have to be accurate, airplanes do."



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## Techniques, Tools, Materials: Your Ideas & Needs

### Making a Simple Boarding Ladder

By Tom Shaw

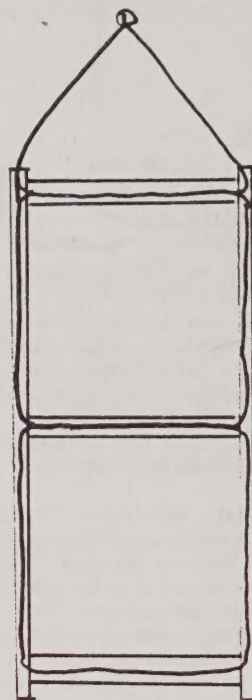
Have you tried boarding your boat from the water? It is often very difficult, but there are times when it is essential, not only in a "man overboard" situation but when you have to go over the side to clear a line from the prop or even to take a swim.

You can make a simple, effective and very inexpensive boarding ladder from scrap pieces of PVC. Mine, tailored to both the freeboard of my boat and the storage space, measures 12" in width and 26" in height.

The three rungs are made of 1-1/2" PVC. The uprights are 3/4". I drilled 3/4" holes at each end of the rungs (a Forstner bit is ideal), fed the 3/4" pieces of tubing through them and cemented them together.

Before cementing I ran a 1/2" line through the tubing as shown in the sketch, making sure that there was enough line left over to go to a convenient cleat on deck. Finally, I made two wooden brackets to stow the ladder against the cockpit side.

The result is light and strong, easy to store and a good piece of safety equipment. It has served me well.



#### LOOKING FOR THE LOCK

I am looking for a pair of oarlocks that may have gone the way of high button shoes. The sketch illustrates my needs. Can anyone help me?

Bill Sieverts.



#### LOOKING FOR SAROCA PARTS

I am in need of some parts for my Saroca and the company is no longer in business. Can anyone help?

Stefan Stuart, P.O. Box 120, Lecanto, FL 34460.

#### THAYER'S TRUCKTOP LOADER

Jim Thayer's profusely illustrated explanation in the April 15th issue of his gadget for loading a too heavy Punkin onto his truck camper is salutary except that it doesn't show Janis holding the whole thing up.

Bob Booth, Middleburg, VA.

#### "TECH" DINGHY INFO WANTED

I would appreciate any information readers might have on the "Tech" sailing dinghy. It is a 12'6" fiberglass sailing dinghy which was, and perhaps still is, popular in Massachusetts.

Emmet Dunlavy, 2302 Riddle Ave. Apt. 408, Wilmington, DE 19806.

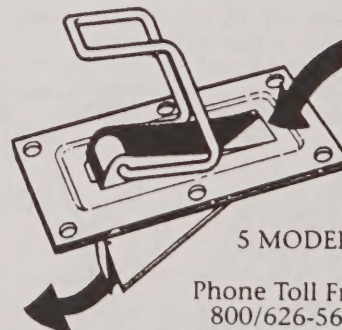
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The highlight of my passage from Swan's Island to Bridges Point was meeting Leroy Bridges. It was the afternoon of Friday, July 30, 1993, and I was headed for Eggemoggin Reach, where the third annual Bridges Point 24 class rendezvous and regatta was scheduled for Saturday morning. I had taken the "Nancy B." to the first two get-togethers, and I did not want to miss the third. (See "The First Bridges Point 24 World Championship," *Messing About in Boats*, Feb. 1, 1992.)

It wasn't a great day for the trip. All morning it had been thick o' fog, and I had telephoned Wade Dow, proprietor of the Bridges Point Boatyard, builder of the Bridges Point 24, and our host for the morrow, to ask whether we shouldn't postpone for a day to give it time to clear. "Better come on," he said, "You'll get a scale-up after lunch." And sure enough, about 1:30 it lifted to the extent that you could see a mile.

I'd dropped my mooring in Mackerel Cove and motored out through the York Narrows. Between Orono and Phinney Islands, I spotted a 27-footer high and dry on a ledge, her crew gathered around on the rocks and a Coast Guard cutter standing by. She must have gone on at high water, and now she rested on her keel and forefoot with the tide still going. I gave thanks for the improved visibility and proceeded on, passing the York Narrows Bell at 2:12.

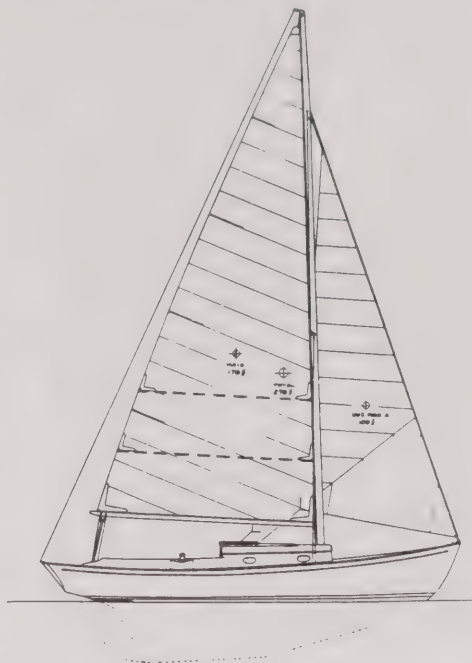
At 2:15 the usually faithful outboard suddenly died and would not respond to anything I could think of doing. There was a little breeze from astern and I got the main up to give me some steerage way while I thought over my options. When I looked up from coiling the halyard, the one mile of visibility had shrunk considerably, but I could still see the bell on the starboard quarter. There was still more than an hour left to low water, and the current was setting me down the bay.

Before departure, I had worked out the course from York Narrows to the Bell "EE" off Eggemoggin Reach, three miles distant, and had allowed for the set. Now I was quietly sailing that course at 2-3 knots with the wind abaft of the beam. I decided to chance it, motor or not, and soon was riveted to the compass in visibility less than 50 yards. Around me I could hear the motors of lobsterboats and was glad that I had the radar reflector up. At least they could see me on their screens. All in all it was peaceful, ghosting along in my own little circle of the world, from time to time blowing a long note on the foghorn. In an hour, I should be able to hear Bell "EE."

At 3:15, it was still as peaceful as ever. I had been steadily sailing across the bay, and judging from the lobster buoys, the current had diminished, so I'd shaved 5 degrees off my allowance for the set after a while. By now I should be hearing the bell, but it wasn't there, and I was not sure where I was. About that time I heard the deep throb of a motor off to port, and "Donna Lynn II", a lobsterboat from Sunshine on Deer Isle, took shape in my range of visibility. After a moment's hesitation I stood up in the cockpit and beckoned. At first I thought my gesture hadn't been noticed, but when I repeated it the bearded giant at the wheel gave me the "just a minute" sign as he deftly put his boat alongside a buoy and commenced hauling a trap. I reminded myself that these men were

## Just Getting There

By Kent Mullikin



out here to earn a living.

Presently, the "Donna Lynn II" was alongside. "Going to the boat races?" inquired the bearded giant.

"Tryin' to," I replied, wondering how he knew about tomorrow's gathering at Bridges Point. "Wade Dow promised me a scale-up this afternoon."

"He lied," came the deadpan reply with a glance at the nonexistent horizon.

"Can you give me a heading to the bell off Hog Island?" I ventured.

"It's 355 degrees, less than half a mile. I'll take you to it."

And despite my insistence that I did not want to interrupt a Friday afternoon's work, the "Donna Lynn II" motored slowly ahead through the curtain of white, just keeping the "Nancy B" in sight behind. In ten minutes we were 30 yards from the bell, and I had the reference point I needed to head up Eggemoggin Reach. Gratefully, I fetched a pair of Rolling Rocks from the icebox, and pitched them over, one for the skipper and one for the stern man.

"No need to do that," said the skipper as he easily gloved the can.

"I appreciate the help," I said and fell off to my course up the Reach.

It took the better part of two hours to grope my way up Eggemoggin Reach to Bridges Point, hoping all the way that I wouldn't miss the landfall I planned on the outer Torrey Island. From time to time I heard other boats go by invisibly. Somewhere off the port quarter there was another boat under sail, blowing two longs and a short. At 4:35 I thought I heard a shore noise off to starboard, and thinking it might be the much desired Torrey Island made a tentative probe 90 degrees from my course of 355, but not seeing or hearing anything in five minutes, I backtracked to get to where I thought I'd been, wherever that was. Now the sailboat was closer, so I ventured a hail.

"Where are you headed?"

"Wooden Boat School," the answer came back through the fog.

"What's your position?"

"Between Canary Island and the Babsons."

That gave me some notion of my whereabouts, and I scribbled a note on my damp yellow pad, "At 5:00, look for Torrey Island." I didn't have to. At 4:55 suddenly there was a beach 50 yards on the starboard beam. I hoped it was the right Torrey. It looked right. I crept along, just keeping the beach in view and feeling grateful for the typically bold shore in Maine. At 5:08 a dim shape loomed ahead; my heart beat faster until I realized it was Torrey Castle and I could turn the corner and head for Bridges Point. I altered course to 19 degrees and in 20 minutes I heard birdsong, a dog barking, a power mower. Then there was a moored boat. I'd arrived at Bridges Point, though I couldn't see it.

I picked up a mooring, put the boat to rights, and rowed ashore to the sandy beach that fronts the Bridges Point Boatyard. Wade Dow's house is just up the hill from the boatyard. When I knocked at the kitchen door, Helena Dow called, "Come on in; Wade is on the phone with Leroy Bridges." Not having ascertained the name of the bearded lobsterman who'd led me to the Hog Island bell, I didn't immediately make much of Helena's remark, though from the conversation in the background it was clear that Leroy and Wade were Downeast friends with plenty to talk about.

As soon as he got off the phone, however, Wade enlightened me. "That was Leroy Bridges. Said he saw you on the bay and wanted to make sure you made it, so I'm glad you walked in when you did."

"Now, Wade," I said, "about that scale-up you promised . . ."

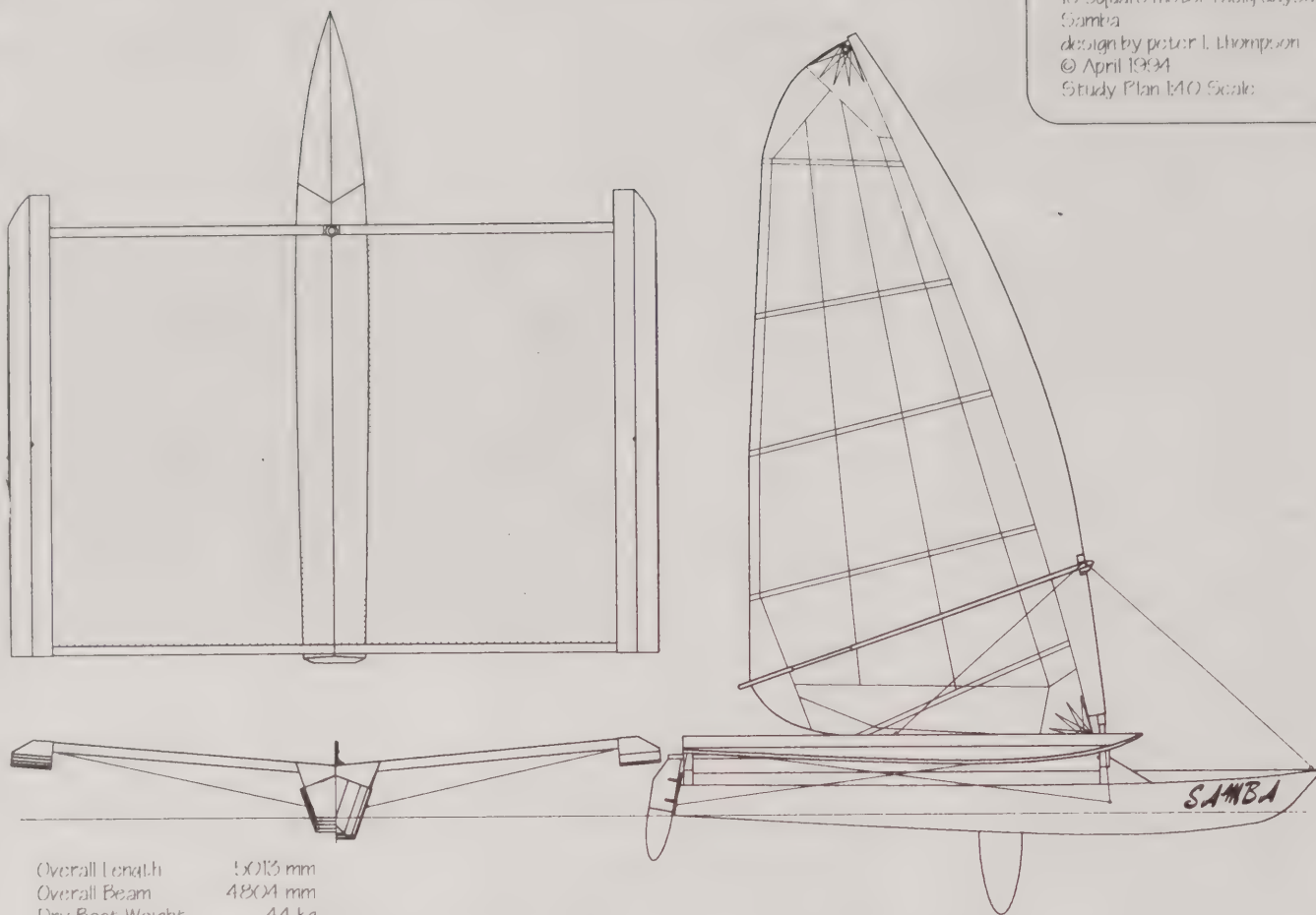
I spent a quiet night on the boat and woke the next morning to the same thick conditions, but at least I was on the right side of Jericho Bay. As the morning wore on and the fog remained, our hopes for an afternoon of enjoyable racing waned. We could, however, go ahead with the midday party in the boatshed, and so we did. After we had put away as much of the steamed clams, mussels, and Helena's exquisite crab rolls as we could and even managed to do some justice to a sizeable cake in honor of Wade's 50th birthday, someone looked outside and saw a patch of blue sky. Pretty soon the five boats that had made it to Bridges Point were sailing up and down the starting line.

In the end, we got in three pleasant races, and crowned Joel White the 1993 Bridges Point 24 World Champion. But that's a whole 'nother story. When I look back on the 1993 Bridges Point 24 Rendezvous and Regatta, the vision of the "Donna Lynn II" with Leroy Bridges at the wheel emerging from the fog, reminds me that, as with many good times, half the fun is just getting there.

(Kent Mullikin lives in Chapel Hill, NC, where eleven months of the year he dreams of the one he spends on Swan's Island, Maine with the "Nancy B." He will do his very best to get to the fourth annual Bridges Point 24 Rendezvous and Regatta on July 30, 1994.)



Drawing # 4 025  
 10 square meter racing daysailer  
 Samba  
 design by peter l. thompson  
 © April 1994  
 Study Plan 140 Scale



Overall Length 15'113 mm  
 Overall Beam 48'04 mm  
 Dry Boat Weight 44 kg  
 Displacement 132 kg  
 Sail Area 10 sq. m.

## Samba! Speed Thrills

Why are so many people stuck sailing slow dinghies?

In the beginning, sailboats were limited to hull speed. For small sailing dinghies this is between 4 and 5 knots.

Then, 60 years ago, Uffa Fox invented planing dinghies which could achieve about 10 knots. The development of trapeze techniques 35 years ago gave dinghies like the Flying Dutchman enough sail carrying power to plane upwind and to do about 20 knots on a reach. In the same era beach catamarans were developed which could also achieve up to 20 knots.

In the past 30 years dinghy development has been led by the Australian 18 foot skiff class. Their hiking wings give them an overall beam of nearly 30 feet and the sail carrying power to do 35 knots. In the past couple of decades sailboards became the choice of sailors seeking speed and they developed the capability for speeds over 40 knots. The drawback is that they need gale force winds to sail fast. The 8 to 12 knots of wind which are the usual summer conditions in most places makes for pretty unexciting boardsailing.

The speed we can achieve in a small boat has increased almost tenfold. So why do most small boat sailors remain stuck in the 5 to 10 knot rut and never feel the thrill of really fast sailing?

Sailing faster than 20 knots is a whole new experience. The wind whistles

a lively melody in your ears. The waves drum an insistent syncopated rhythm on the bottom of the boat. You cannot help but dance. Dance the Samba.

Samba's performance will astound those accustomed only to more mundane craft. You will start to plane in about 6 knots of wind and reach at almost twice the true windspeed in winds between 8 and 12 knots. Samba will plane both upwind and downwind and in higher winds you will be capable of 35 knots.

The key to this level of performance is, as in any high speed vehicle, high power and low weight. This power to weight ratio is best expressed as Sail Carrying Power divided by Total Sailing Weight (SCP/TSW). The Sail Carrying Power is the total force that the sails can generate before capsizing the boat. It is determined by the righting moment that the crew can exert and by the height of the rig's center of effort above the center of lateral resistance of the centerboard and rudder.

Here is a list of comparative SCP/TSW ratios for some fast sailboats. The higher the ratio the faster the boat is likely to be.

Flying Dutchman - 0.27.

Tornado - 0.58

18 foot skiff - 0.78

Samba - 0.91

If you want a further analysis of this type of ratio, and much else besides, I rec-

ommend the excellent book "High Performance Sailing" by Frank Bethwaite.

Samba isn't a conventional trimaran. In a sense Samba is not a trimaran at all, but a narrow skiff with wide hiking wings. The sailor uses his/her weight on the windward trampoline to keep both outrigger floats completely out of the water. These floats serve as "training wheels" to give stability when the boat is not moving and to make it easy to learn to sail.

Samba is easy to build out of 1/8" marine plywood, epoxy and glass cloth. The rig is a standard 10 square meter sailboard racing sail, boom and mast. The entire boat can be put together for well under \$2,000, more than half of which is the cost of the rig. The completed boat weighs less than 100 pounds and is easily disassembled for transport on car roof racks. The first boats to this design will be sailing in the summer of 1994.

There is nothing revolutionary about Samba's design, so it puzzles me that there are not more high performance small daysailers on the market.

Perhaps a new racing class would foster their development. To this end I propose the Open 10 Square Meter Sailing Class. The rules should be simple, something like this perhaps.

- The total area of all sails and masts must not exceed 10 square meters.

- The contestants must adhere to IYRU rules.



•The first boat to cross the finish line is the winner.

•There shall be no other rules!

There are already thousands of sailboats which will be legal in such a class, from International 10 square meter canoes to sailboards and dinghies.

The small size of the boats will keep the costs down, even for those who exper-

iment with wing sails, kites, hydrofoils, carbon fiber, titanium or whatever. The performance levels will give old hands new thrills as well as attracting new blood to the sport.

Please call or write me if you are interested in such a racing class or if you have any thoughts or comments regarding the proposed rules.

Peter L. Thompson, Thompson Designs, 221 Wilson Crescent, Prince George, BC V2L 4P8, Canada, (604) 562-7624. Internet thompson @well.sf.ca.us

The construction plans for Samba are available for Can\$189, US\$134, payable by credit card, money order or certified check.

## Toy Whitehall

By Platt Monfort

Here is a great boat for a youngster. It is a challenging project in which to involve a young high achiever. Perfect as a unique swimming pool toy.

Rob Muller conceived this design by modifying the "Sweet Pea" by placing a transom on one end. I guess it was this photo of his daughters that convinced me to do a set of plans. Well, anyway, I needed to build another boat to shoot a new video to illustrate my latest techniques and answer the most asked questions.

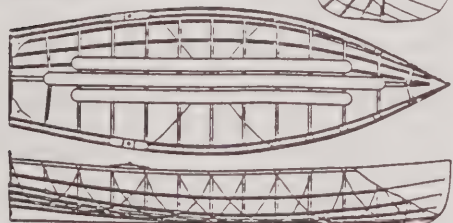
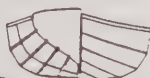
Because of its size, almost a cradle boat, it is very cranky and would be useless as a tender. On the other hand, once you get into it and sit on the bottom it feels fairly seaworthy in protected harbor conditions with a 180 pound person on-board.

Getting back to a youngster: Imagine yourself at ten years old with your own twelve pound boat that you could row all over the lake and then trailer it home on a set of wheels behind your bike.

Plans are \$23 + \$4 p&h, a partial kit is \$65 + \$10 p&h. Maine residents must add 6% sales tax.

Monfort Associates, RFD 2 Box 416, Wiscasset, ME 04578.

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STEM HT. 14"  
AMIDSHIP 11"



Ben Fuller tries the Toy Whitehall.



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"Maidie" cuts the waves on the lawn of the Naval Observatory. She's for rent on the Norfolk Broads.

## England's International Wooden Boat Show

by Gordon Talley



Every year for the past seven, England's famed National Maritime Museum in Greenwich has opened its doors to the International Wooden Boat Show during the first weekend in June. Well, I lent its lawn, actually. At first I was disappointed to find the boats afloat on a sea of greenery rather than water. But by the second day—and this gathering of traditional and epoxy boat builders from around the British Isles takes more than one day of browsing to do it justice—I found I rather liked being able to crouch down beneath the hulls and trace their lines from all angles.

About 60 builders take part, many bringing three or more models. Then there's a tent full of books, fittings, and services, not to mention exhibitions by Britain's major boating magazines, including the show's sponsor, *Practical Boat Owner*, as well as the two rivals *Classic Boat* and *The Boatman*. If you get bored, the *Cutty Sark* lies at anchor about two blocks away, the museum itself is open, and a healthy walk up the hill brings the old Naval Observatory, where you can stand astride the Prime Meridian or view the first chronometer, which Cook took round the world. Finally, London itself is only 30 minutes away by water taxi. Nirvana.



Mirror dinghy master Jack Holt was on hand to kick off the official opening with a cannonade by the Trafalgar Gun Company. Here are a few of the subsequent highlights:

The Bridgend Boat Company of Plymouth makes the Brock Dinghy, an epoxy and plywood version of the seaworthy traditional British dinghy—beamy, with high freeboard and a very broad-shouldered entry. Designer Martin Eyre says the Brock is not a copy, but the distillation of years of experience. He set out to create the smallest big boat and biggest small boat he could. As a yacht tender the Brock is about as big as you'd want to tow, yet it can be sailed and rowed single handed. An outboard well, tiller curved to clear the motor, and built-in bilge pump show the attention to detail that builder Richard Checkley puts into his work. The mast unsteps and, by sliding the tapered heel into the anchor chock, becomes a ridge for the boat cover, which allows all the gear to be stowed under wraps. Eyre and Checkley figure that about one and a half minutes will unpack and rig the boat for sailing.

Bridgend, a 400-year-old yard, also provides a unique trailer for its boats. Really two trailers in one, a dolly with plastic wheels and form-fitted cradle carries the boat in and out of the water. This dolly in turn rolls up onto the road trailer and locks for travel. So you never need to get your axle wet. Thoughtfulness such as this characterized many of the British designs.

The pram was well represented at the show. I saw about a dozen variations, from lapstrake to cold molded. The most carefully finished were by Ian Gibson, whose 8' traditional clinker prams use grown knees. At £2,375, they are also perhaps the most expensive per foot of any small boats at the show. Gibson creates rare beauties.

Wootton Bridge builders also showed prams. Theirs are plywood, but traditionally joined. "I'm not fond of epoxy, no matter what Mr. WEST says," remarks builder Michael Webb. He's added bilge skids to his boats, a feature shared by many British designs. An-

other unusual pram was a glued plywood 7 1/2 footer by Dave Greenwell of *Practical Boat Owner*. All strakes are the same shape, something like a barrel, except with one side flat. Two sheets of ply, one 6 mm and one 4 mm, will build it, and the plans are available in an article reprint.

The Barrow Boat Company builds another barrel-like pram. These are the originals of the Frog and Tadpole wheelbarrow prams available in kits here in America, though owner Colin Scattergood claims his are of higher quality. He says several Yanks have bought his kits and exported them as hand baggage on the return flight.

A treat of the show was getting to meet Iain Oughtred, the Scottish boat builder whose Acorn skiff virtually single-handedly started the glued lapstrake craze. He's a shy guy, not given to effusive talk about his designs. But he did allow that he'd designed Mouse's Pram, a 7'9" triple-strake model, to outsail Joel White's Nutshell Pram.

Speaking of Joel, he was represented through a modified Shearwater built by Julian Burn of Sail and Oar. Burn has re-rigged it for a 13' hollow mast and more sail area. It's also outfitted for camp cruising, with removable thwarts. You can row with the camp tent up, by the way. Burn uses Pete Culler style asymmetrical oars.

Another American designer in evidence was Platt Monfort, whose geodesic Snowshoe double paddle canoe drew quite a crowd. The kits provided in the U.S. by Stimpson Marine are imported by Dalton Young Associates for £285. Dalton Young has a nice catalogue with lots of traditional boat plans, as well.

Several restorations were on hand. The most fascinating to me was *Imp*, one of Uffa Fox's International 14s. Originally built in 1929, it was restored and bright finished by Henwood and Dean of Henly-on-Thames. The work was painstaking and delicate. The boat is built of 1/4" thick strakes about 2 1/2" wide. Each stake is clinched with two brass nails, one near each edge, to 1/2" by 1/4" steamed frames set on 2" centers. That's a lot of nails!

Colin Henwood is among the founders of Wooden Boatbuilders, a trade association formed at the International Wooden Boat Show

This youngster obviously expects to find Mr. Toad aboard this Thames River skiff.



three years ago. The owner-members are attempting to establish the group as a trademark of quality. They also pool ideas and resources, including lobbying efforts against new European Community regulations that effectively bar British wooden boats from Continental sales.

I should mention Balcotan 100, a new glue that is gaining British adherents, to coin a phrase. It's fast cure (the rapid version will set up in about one hour), adaptable to low temperature and high humidity conditions, able to be squeezed from a tube, and cheap. Glue for an 8' boat should cost about £8. But it's not gap filling. It has to be cramped [clamped].

Of all the boats there, I was most taken by *Elsie*, a Sea Otter class canoe yawl from the Lancashire yard of David Moss. At 21', she's barely larger than my Elver, but what a difference. *Elsie* is a mini yacht, with a small, fully outfitted cabin. It has two berths, a two-burner galley, cup pegs, stowage lockers, the works. The top of the centerboard is accessible through a removable snap-down lid. Outside, the cabin top is tongue and groove. The mainmast is on a tabernacle. A side-mounted Seagull OB will stow under the cockpit benches. The laminated tiller curves around the mizzen and has an otter's head carved into the end. She draws a bit more than Elver—about 2 feet board up, I'd guess. And she'd tip on my clam flats at low tide. But like many British boats, she has bilge skids that protect her. One beautiful boat. At £23,000, she'd better be.

If you go, don't miss looking up Vic Pratt of V.J. Pratt and Sons, Norfolk. As a teenager, Vic was apprenticed to a boat builder for 7 years and has stories to tell. The first couple of years was sweep-up-the-shavings-and-watch, and Vic got the impression that he was considered as much a nuisance as anything. Then one winter a boat owner came to the shop to pay. The owner was bundled up pretty well, and as he loosened his coat, Vic could tell that he was carrying cash strapped around his body. The shop owner and crew went upstairs to the office and told Vic to keep out. After a bit, Vic crept upstairs and put his eye to the finger-latch hole. Splat! A squirt of chewing tobacco in the eye. Vic ran home crying, and told his mother he was never going back. His father had other ideas, however. He made Vic show back up for work, and from then on, Vic found himself accepted.

Vic's work is robust, solid, with some carefully crafted details, and reasonable in price. A 16 1/2' by 7' by 1' (3'3" plate down) open workboat built of larch sells for £8,750 finished bright. The design, called Voyager, is Vic's own, from a half model. Gunter rigged with kick-up rudder, it will take a transom-mounted 6-8 h.p. longshaft. It has a sharp entry, but the usual British broad shoulders to spread the water. Should be very seaworthy.

I have a catalogue listing all these builders and more. Drop a card about ones that interest you, and I'll send you the addresses. Gordon Talley, 25 Magazine Street, Cambridge, MA 02139, telephone 617-497-7490.



From the top: The Trafalgar Gun Company primes one of their naval cannons. In background is the National Maritime Museum and beyond that the old Naval Observatory. "Parcelle" is a Silhouette, a 17 foot cruiser designed by Robert Tucker in 1953 especially for amateur builders. Weekend builders Dennis Reynolds and Bevan Summers were completing one during the show. There's an active club today. Note the bilge keels and skids. Platt Monfort's Snowshoe geodesic canoe gathered its admirers. Stuart Young of Dalton Young, the importers, is at left.





"Elsie", a 21 foot Sea Otter canoe yawl, sails before the Royal Naval College towers.



Michael Webb (left) of Wootton Bridge Builders shows off his prams.

Dozens of boats entered the "Classic Boat" amateur building competition. I liked this pilot cutter.



Admirers enjoyed viewing the traditional joinery emptying through the centerboard case was typical.





Iain Oughtred with his Acorn skiff design built by Jamie Clay.



This Joel White Shearwater was rigged for camp cruising by Julian Burn (right) of Sail & Oar.



Colin Henwood (left) talks over details of his restoration of "Imp", an Uffa Fox International 14, with Vic Pratt.



Vic Pratt's Voyager. The bilge pump many British designs.



By Steve Boissoneault

This skiff was inspired by articles and pictures from many different magazines, the Simon's Sea Skiff from "Small Boat Journal", dory/skiffs in the Pacific northwest in "Wooden Boat", an article in "Messing About in Boats" about a skiff from New Jersey (I think). I even saw one of aluminum at a state park in Georgia. Boats like this have a powerful attraction to me. The raked bow and transom with the flared sides and strong sheer are very appealing. Equally attractive was that they are easily built and powered. Money is always an object and I know myself well enough to know that I have little patience for designs that require lofting, molds and strongbacks that would take a week to make. I like "instant" boats.

Some design parameters were dictated by circumstances. It had to be light for easy launching and towing, I drive a Honda Civic. It had to be under sixteen feet to avoid both inspection for state registration and the Coast Guard fee. Sixteen feet is also about the maximum that fits in my shop, the garage. Keeping the horsepower to 25 would allow me cover it under my home owner's insurance policy.

I didn't find plans that fit these parameters, but I didn't look very hard. I wanted to try designing it myself. Thinking the process through, I thought I wouldn't need plans, I could pick up the bevels and dimensions, etc. as I built the boat. To get away with this the flat bottom of the dory/skiff and a "tack and tape" construction was necessary, fitting and beveling chine logs or deadrise took it out of the "figure it out as you go" realm. A long batten is essential for laying out the bottom and to establish the sheer.

Because this was an unproven design and because money was still an object, I decided to use 1/4" lauan plywood (two sheets) for the topsides and 1/2" A/C fir (3 sheets) for the bottom and transom. Frames would be ripped from pieces left over. Stringers and keel would be ripped from one 16' 1"x8" board of clear fir. Gunwales came from one 16' 1"x4" (fir). I've used similar materials before with good results. My boats have little exposure to the elements, they spend 99.9% of their time on a trailer covered with a tarp. For the same reasons I chose to use polyester resin, purchased locally, epoxy is almost exactly four times as expensive.

I decided on a beam of 54" at the chines to get the capacity and stability I wanted. To get this width I laid together two 8' by 28" pieces of the 1/2" plywood. On each end of this I added 4' by 30" pieces for a total length of 18'. These pieces were butt jointed, using a keel and external "stringers". Weldwood glue and bronze ring nails were used to fasten the plywood to the stringers and keel, later the joints would be fiberglassed with 4" tape then completely covered with matt inside and fabric outside.

This bottom sheet was set up on a "strongback" made of 2 x 4's and cement blocks. Certainly quick enough to make, it wasn't quite level (neither is the garage floor) and it did fall down once, but still a reasonable compromise. I laid out a grid with a centerline and a line parallel on each side, crossed every 16" by perpendicular lines. These lines were reference

18



## Ad Hoc Skiff

points that I used when I was laying out the shape of the bottom and showed where the frames would go. I chose 16" centers for the frames because it seemed about right and of course because tape measures have those intervals already highlighted for framing walls.

The transom was made from two sheets of 20" x 48" 1/2" plywood glued together, "C" sides in. I used Weldwood again, tacking the sheets so they wouldn't slide and stacking cement blocks to "clamp" them. I've done this before to make rudders and leeboards, so far so good. The transom was 40" at the chines, 48" at the gunwales, this was determined mostly by eyeball to get the flare that looked right. That gave me the starting points for laying out the bottom, 20" each side of center, curving out to 27" at the widest, then curving in to a point at the bow. I played with the batten a lot trying to get the fairest shape, clamping and tacking it to pull or push into the shape I wanted.

Once established on one side I scribed the line and repeated the process on the other side. Using a bevel gauge, I took the angle at the stern to cut out the transom. The transom's flare gave me the bevel to cut out the bottom. I was able to use a circular saw for this since the curves weren't too extreme. I used the same bevel when framing. The stem was cut from a 2"x4" from my wood pile, the bevel of course was picked directly from the cut out bottom. The rake of the stem was again an eyeball decision.

Planking the topsides was interesting. The 4"x8" sheets were ripped into 20" and 25" width pieces and then butt jointed using resin and tape. The 28" section was to accommodate the sweeping sheer line at the bow. Using the batten I drew the sheer line and cut it out (with a circular saw) before planking. The interesting part came when I tried to plank the topsides. The flare, which I thought was mild, put a bow into the plywood amidships that cost me 3" of freeboard at that point. The bow also shortened the plank so that I had maybe

1/4" of extra length to play with. With topsides in place I saw that the angle of the first three frames at the bow was off. Not the end of the world, I just broke the glued joint with a chisel and reset them, but maybe there's more to boat design than I thought.

From this point on it was less interesting. Since it's an open skiff with seats aft and amidships and a jump seat at the bow there was little more woodwork to be done. To strengthen the transom I fitted quarter knees and three knees from the transom to the stringers and keel. After that it was a lot (six gallons) of polyester resin and cabo-sil. I used taped fillets at the chines, the frames at the bottom and at topsides, the latter gave me a strong joint and saved me the trouble of beveling the frames to the topsides. One does pay for this convenience, I never really found a satisfactory way to lay down a bead of putty, it was always sticky and messy and the fumes potentially life threatening. I highly recommend disposable gloves, a fan and a respirator.

Finish work is always a tension between impatience and the image of the perfect boat in your mind. It was made worse by the polyester resin that instantly clogged sand paper. I went through it like tissues. I found that edge tools (chisels, body work planes and wood working planes) were more effective, but after a week I decided that this was, after all, a play-fishing boat destined for sand, dead shrimp, scales, potato chips, etc. and maybe a work boat finish was okay. Perversely, my mental picture of the boat was glossy black with a gray interior and that's what I painted it. Naturally, the black highlights every flaw. It really bothered me for a while. I'm used to it now, but I'm glad that only fish see the bottom.

Start to finish, it took about 6 weeks. Most of the time I worked at nights, with some long days on the weekends. Not quite "instant", but pretty quick. Both the time and the cost, about \$450, were higher than my estimates, which were based mainly on



ignorance. Wood was about \$140, the balance was almost totally resin, fabric and paint. With raked bow and stern it ended up at 15'4" overall and right at 5' wide at the gunwales. It's very stable and will float in just inches of water with the kicker up, very useful around oyster bars.

I've used it now for over a year and I'm generally pleased with its performance and the materials are holding up well. I had two small areas on the transom where the veneer lifted and I just chiseled them out and filled the holes with putty. No other problems have occurred. I still pull it with a Honda Civic and with a tilting trailer I can launch and retrieve it with the wheels of the trailer just touching the water.

It now has a 25 horsepower motor and I think that's about the maximum it should have. With that power it'll hit about 30 miles per hour and pull kids or adults in a big inner tube fast enough to be fun. Skidding while coming was fixed with small fins along the external "stringers". Choppy water and higher speeds bring out the limitations of a light boat with a wide flat bottom and in running seas care must taken as the bow can dig in and veer. The solution is to slow down and a fin attached to the cavity plate helps it plane quickly and at low speeds, it also eliminates porpoising. I had originally thought of it as a sea boat (with out getting crazy about it), and at low or displacement speeds it can handle fairly rough stuff, but I'm most comfortable in more sheltered waters, fishing the flats and oyster bars around Cedar Key or boating the fresh water lakes closer to home.

I don't think I'd change much if I built another one. Perhaps I wouldn't go to the trouble of piecing together the bottom to get 54" at the chines, I'm not sure the extra 6" is worth it. I might also put a little rocker from amidships forward in hopes of improving its behavior in running seas. That might make planking easier too, but then you might have to make a real strongback. All this is academic, I'm pleased with both the performance and its appearance (lots of compliments) and I have no plans of replacing it soon.

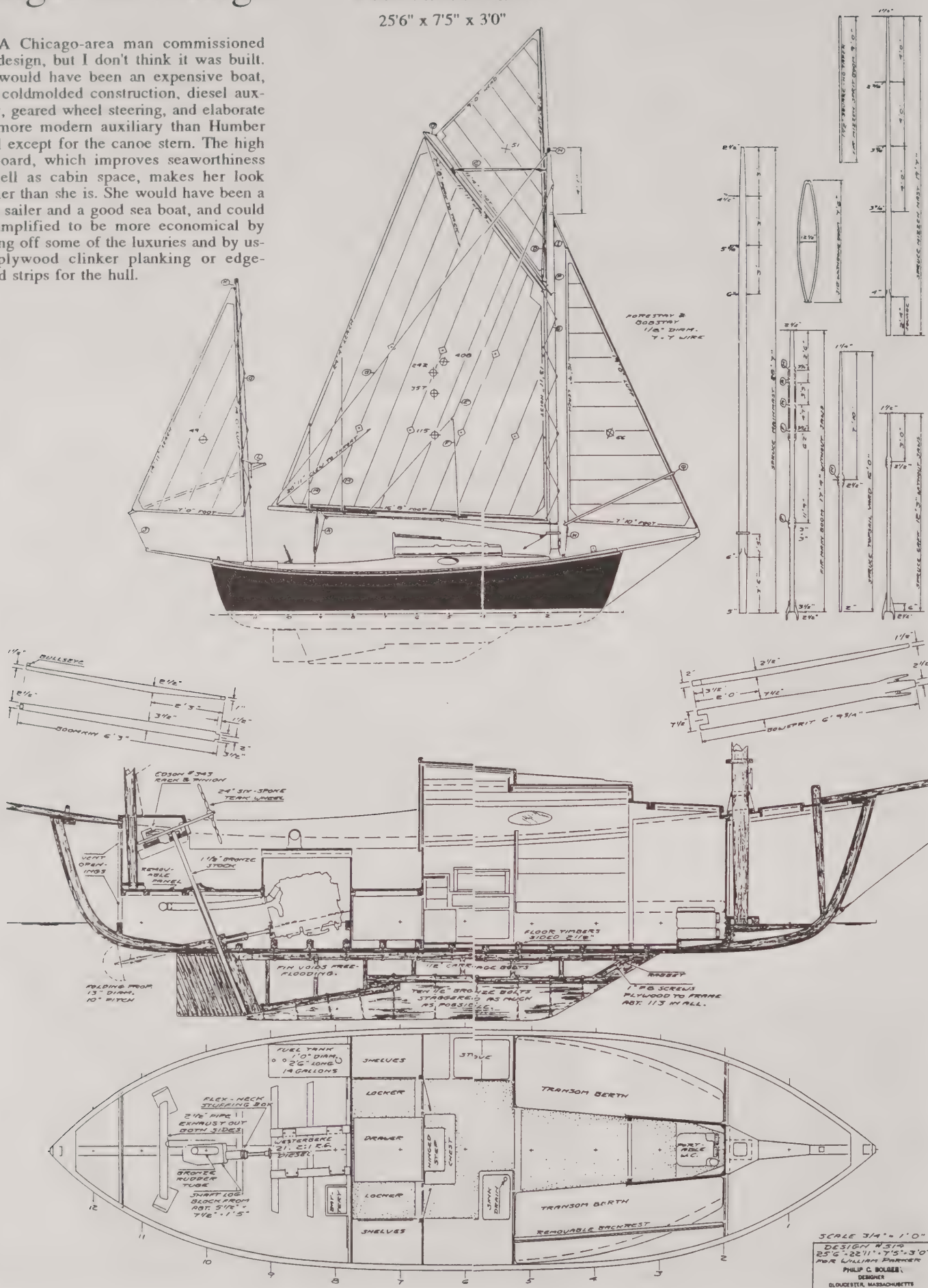




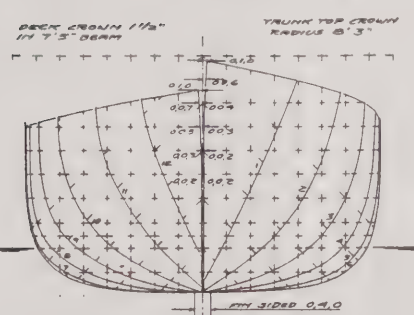
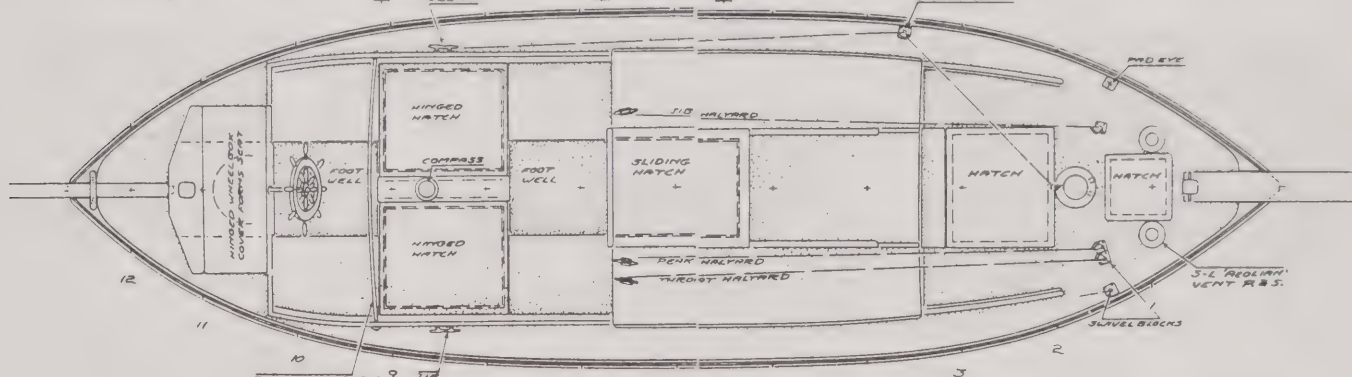
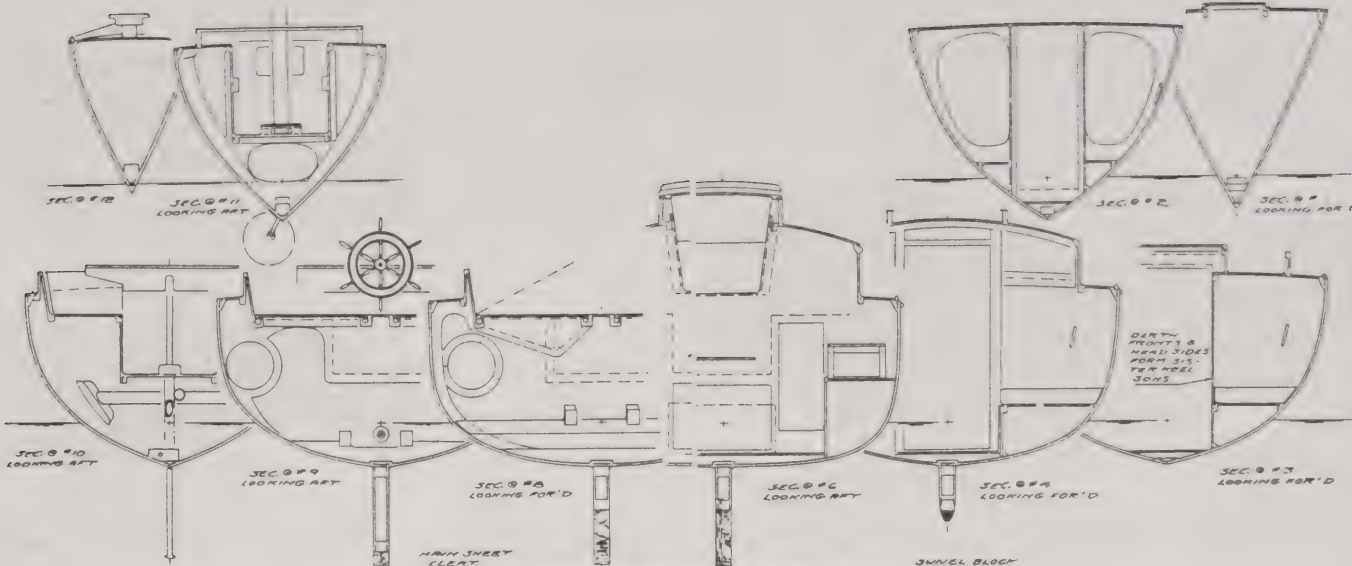
## Keel Canoe Yawl

25'6" x 7'5" x 3'0"

A Chicago-area man commissioned this design, but I don't think it was built. She would have been an expensive boat, with coldmolded construction, diesel auxiliary, geared wheel steering, and elaborate rig; more modern auxiliary than Humber Yawl except for the canoe stern. The high freeboard, which improves seaworthiness as well as cabin space, makes her look smaller than she is. She would have been a good sailer and a good sea boat, and could be simplified to be more economical by leaving off some of the luxuries and by using plywood clinker planking or edge-nailed strips for the hull.



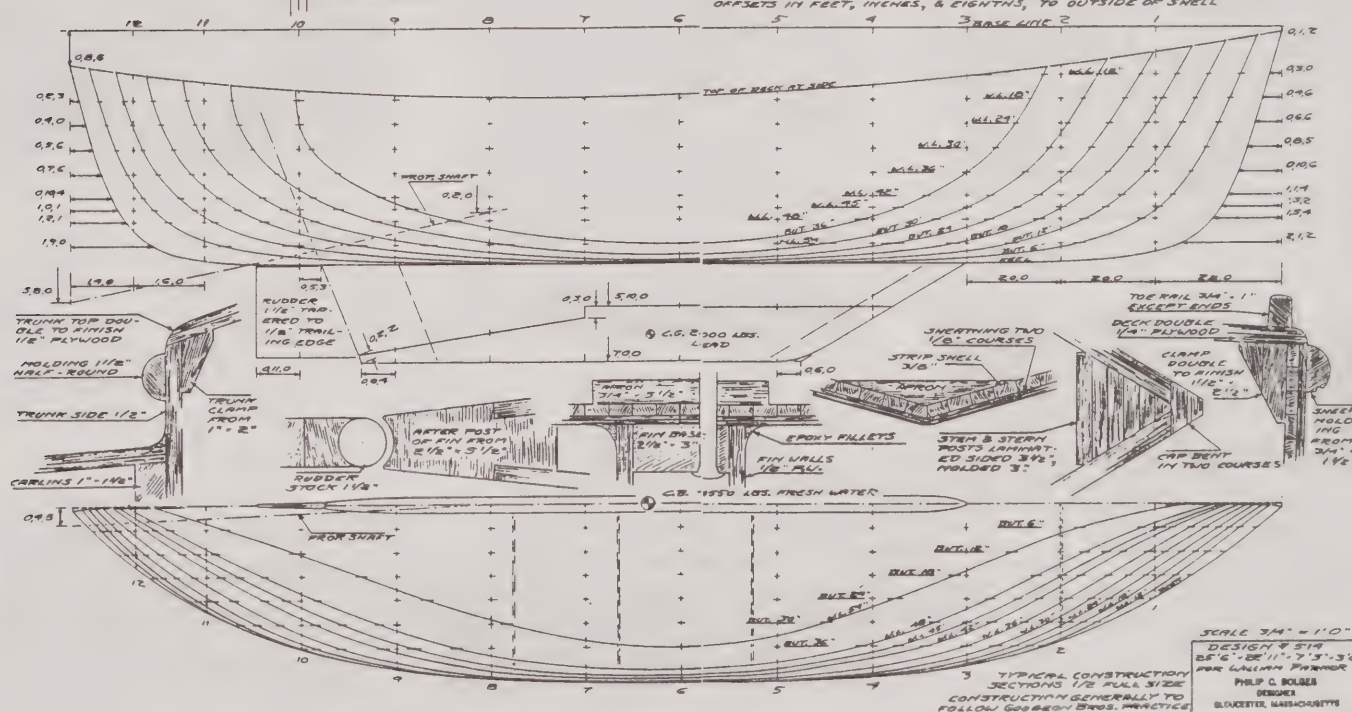




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30"			3.90	4.12	4.34	4.80	4.85	4.73	4.41	3.50	2.22	
24"			2.77	3.104	4.46	4.76	4.73	4.77	4.40	4.60	3.50	2.22
18"			3.31	4.30	4.73	4.72	4.104	4.102	4.77	4.84	3.71	1.03
12"			2.05	3.104	4.62	4.90	4.42	4.102	4.104	4.76	4.80	4.24
6"			3.25	4.74	4.87	4.102	4.102	4.107	4.102	4.104	4.75	4.70
KEEL			4.21	4.96	4.107	4.107	4.107	4.107	4.107	4.107	4.107	4.107

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36"		0.72	1.80	2.83	3.35	3.70	3.82	3.83	3.75	3.53	3.00	2.11
42"		0.42	1.37	2.44	3.10	3.56	3.72	3.74	3.64	3.51	2.84	1.87
48"		0.26	1.14	2.16	2.86	3.42	3.64	3.66	3.54	3.14	2.60	1.62
54"		0.13	0.66	1.02	2.74	3.17	3.50	3.54	3.37	2.12	2.25	1.27
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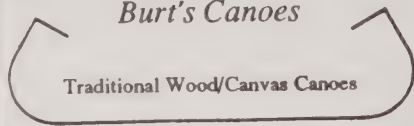


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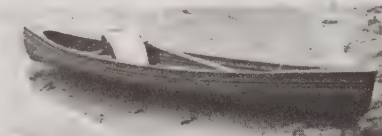
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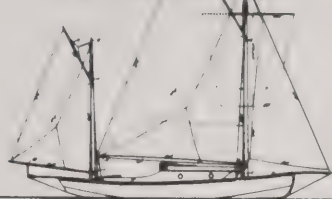
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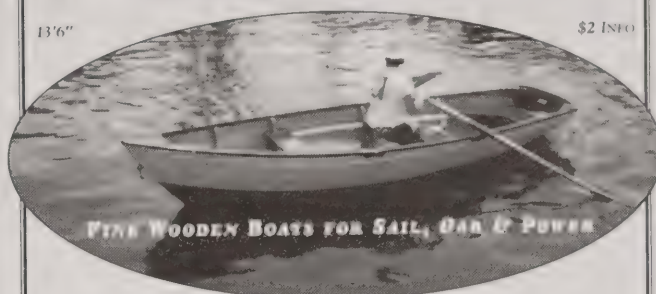
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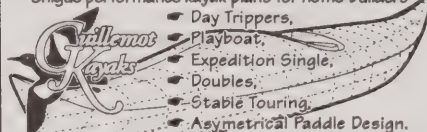
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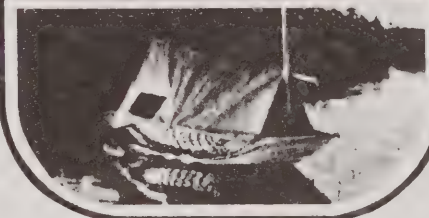
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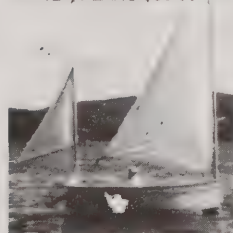
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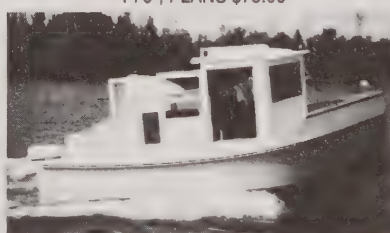
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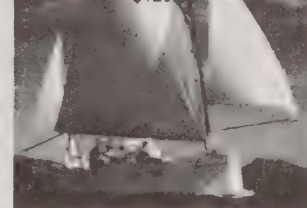
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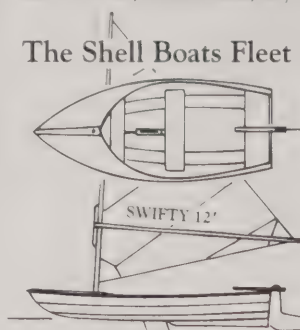


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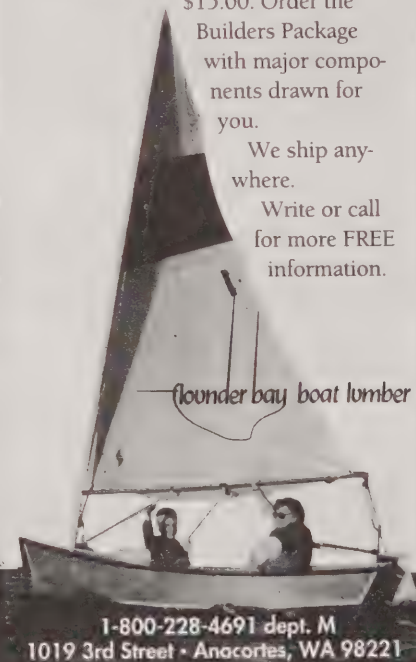
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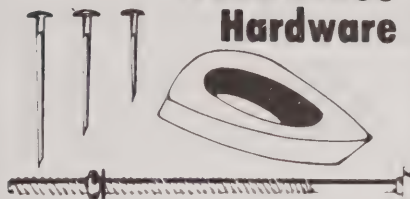
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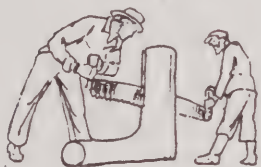
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## BOOK REVIEW

### "The Sharpie Book"

Reuel B. Parker

International Marine, Camden ME, 1994.

\$19.95 Paperback.

Reviewed by Neil Wilson

Small boat lovers should be pleased to know that the publishing house of International Marine is wooing them again. With gratifying regularity IMP has been discovering and publishing small boat designer/builders who can write. This time the author is Reuel B. Parker, a designer/builder whose subject is sharpies.

In the introduction to "The Sharpie Book" Parker tells us that sharpies are easy to build, fast, simple, fun to sail, seaworthy, handy and burdensome. He supports his claim in a well written and profusely illustrated book that covers the history of the sharpie, construction methods and materials old and new, a generous sampling of designs, and sailing and handling characteristics.

The sharpie originated in the mid-nineteenth century in the oyster tonging fishery in and around New Haven, Connecticut. It spread from there to the Chesapeake, the Carolina Sounds and Florida, and west to the Great Lakes and the west coast. It served in a variety of fisheries and was adapted to recreational uses, including racing.

Parker traces the variation in proportions and rigs in the several regions, and supplements the narrative with a generous ration of photos from several archival sources. One particularly interesting shot is of Commodore Munroe's famous Egret going away, showing off her jaunty sheer and her conspicuously uptilted and pointed stern.

One of the most attractive vessels in these old photos is the Thomas Clapham designed Roslyn yawl "Minocqua". Though the Roslyn or "Nonpareil" sharpies were vee-bottomed craft, they evolved from the flat bottomed sharpie de-

sign, and maintain the proportions and somewhat of the shoal draft of the original. Clapham was obviously proud of his designs, and in a letter to "Forest and Stream" challenged any "captain of any cutter or deep keel yacht" to contest with him, implying that the rougher the weather, the better would be his own chances.

Sharpie construction methods and materials are taken up in considerable detail, in chapters covering traditional and modern practices. Basic construction of a sharpie hull, as Parker points out, is about as simple as it gets. Side planking is bent around a midship mold and fastened to a stem piece and transom (or stern piece). A chine log is fitted and bottom planks are laid on crosswise. There you have it; no keel, no framing, almost no molds, and no complex lofting.

The sail plans of this group of designs are presented pretty much as the author found them. Whether a rig is one or two masted is related to the size of the boat. Most rigs are unstayed. Sprit-boomed Marconi rigs are the most common, with a lesser number of gaff, sprit and full-battened quadrilateral rigs. Only a few have jibs. Some of the latter are the Chesapeake "balanced jib", set on a balanced club with no forestay, and are apparently only light air sails.

Plans for all of these designs are available from the author or the publisher. Tables of offsets for all except "Minocqua" are in an appendix.

Two items of advice stand out in the chapter on sailing characteristics. On two-masted sharpies, says Chapelle, treat the foresail like a jib, and in strong breezes slack the foresheet instead of easing the tiller. Reef early says Parker himself, admitting that he once capsized because of not heeding that advice. But he goes on to quote from Commodore Munroe on how a well sailed sharpie handled some very rough going in the Gulf Stream. Parker believes that Egret was particularly well adapted to these conditions because of her narrow and deep bottom, flared topsides and her uptilted and pointed stern.

The appendices include, in addition to

the above mentioned tables of offsets, a list of material suppliers, and study plans of three modern sharpie designs. These are a 26 foot ketch from Bruce Kirby's Norwalk Islands series, a handsome 20 foot pirogue by Mark Fitzgerald, and Phil Bolger's 23 foot Birdwatcher. Plans of these are available from the designers or other indicated sources.

Of course, these are sailing boats, so there is a centerboard trunk with its supporting keelson, plus bulkheads, mast steps, decking, and maybe a cabin. Those unafraid of beveling will find outlets for their skills. The text in these chapters is quite detailed and well supported with sketches and photos.

Parker's choice of modern materials includes plywood and epoxy adhesives. To hold things together while the glue dries, dry wall screws are the quick and dirty ideal. They can be subsequently removed or countersunk and epoxy sealed. The author uses fabric covering, preferring something called Xynole-polyester cloth to fiberglass, and sets it in epoxy resin. He is quite conscious of the toxic and skin-irritating characteristics of some modern adhesives, fabrics and finishes, and devotes considerable discussion to alternatives.

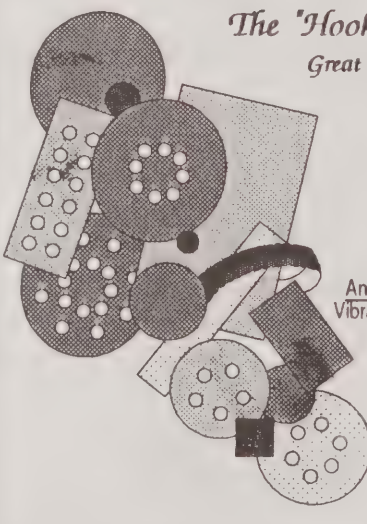
Spar making and rigging are included in the discussion of construction details. The only drawings of rigs, however, are in the sail plans in the subsequent chapter. A large scale drawing of the way or ways that the snotter is rigged on a sprit would have been helpful. Most of today's sailors are likely to be unfamiliar with sprits.

There is plenty of good browse for doers or dreamers in the design chapter. Parker offers a portfolio of 16 designs, from a 14 foot sharpie skiff to Clapham's handsome 38 foot Roslyn yawl "Minocqua".

The original source for many of these designs is the late Howard Chapelle. (As Paul Forsythe Johnson has reported in the Feb. 1, 1994 issue of "Messing About in Boats", the plans in Chapelle's various books are now available from the Smithsonian Institution). Parker has redrawn these plans and modified them slightly. Because working sharpies were designed to haul cargo, he has decreased the rocker slightly and lowered the stern, giving a flatter run and presumably a somewhat faster boat. Some of the designs have been reduced somewhat in size.

Possibly the prettiest of these designs, aside from "Minocqua", is a 20 foot double-ended Maryland crabbing skiff. With her handsomely raked stem, low freeboard and well raked mast she looks fast in the same way that the Baltimore Clippers did. The author has built a smaller version of this design for himself, and says that the boat, while not very agile in tight quarters, is just as fast as she looks.

Parker has included his own version of Commodore Munroe's famous 28-foot sharpie Egret, one which he says differs slightly from "Wooden Boat" magazine's version (no original plans exist). As he points out, Egret's deep and somewhat narrow bottom and flaring topsides make her more dorylike than other sharpies. He has sailed on one of the "Wooden Boat" design versions of Egret, and reports her to be comfortable, safe, fairly fast and weath-



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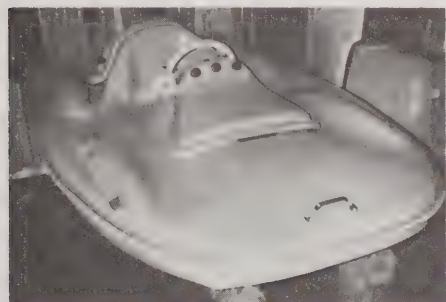


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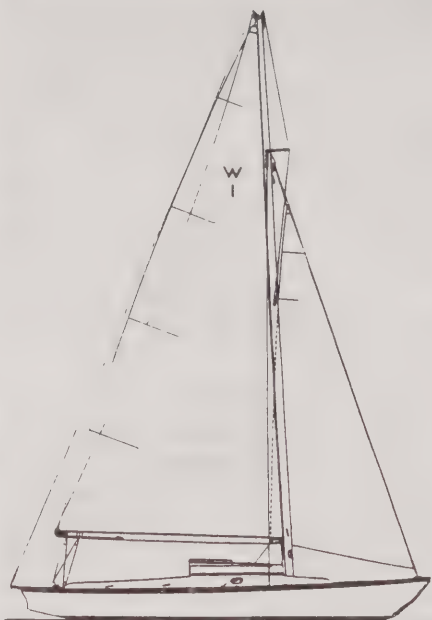
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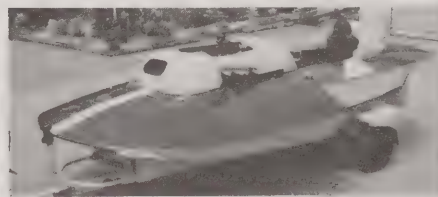
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BILL FITZ, Portland, ME, (207) 774-7802. (4)

**BOLGER BEE,** 7'6" planing dinghy. No motor. Epoxied in & out, FG on bottom. See "Boats", April 15, 1992. \$300. I need cash for motor for Microtrawler.  
TONY MC GARRY, Seattle, WA, (206) 527-9285. (4)

14' BLUE JAY SAILBOAT, wooden. Gd cond on trlr. \$750 OBO.  
DAVE VANSTONE, Norwalk, CT, (203) 857-4212. (4)

8' BOLGER NYMPH, sailing version. marine ply SS fastened. White w/blue trim, mast & boom bright, blue & white sail. SS & bronze hrdwre. Newly refastened & painted. \$350.  
RICHARD WALDRON, Revere, MA, (617) 284-4403. (4)

15' OLD TOWN TRAPPER CANOE, a swift light boat, cedar planked, 6oz FG covered, exc cond. 2 available, \$450 ea.  
BOB WOOD, Seminole, FL, (813) 392-1822. (4)

19' O'DAY MARINER, terrific family daysailer. Keel, 4hp Evinrude, main, jib, genoa, spinnaker. Fully equipped. Asking \$2,300.  
KERRY LANGE, Stony Creek, CT, (203) 488-2004 (4)

**NORWEGIAN FAERING,** 14'9" x 4'8" x 8", mostly orig, 7 strakes per side, finished w/linseed oil & pine tar, two pairs oars, winter cover & frame. Nice lines, easy rowing boat. Located Rockland, Maine. \$900, offers.  
FOURTHIN POWELL, Rockland, ME, (207) 594-4730, 6pm-9pm. (4)

**PENGUIN #8903,** all wood, North Sail, two rudders, some weathering on interior but otherwise fine. W/ trlr, \$800. **BUTTERFLY 12'** FG board boat; better quality than Sunfish, w/trlr, \$800. Both ready to sail now.  
STUART WIER, Boulder CO, (303) 499-0991. (4)

**MAINE RENTAL.** Victorian house on Deer Isle (bridge to mainland). Spectacular view of Stonington harbor and Penobscot Bay islands. 4 br, bath, kitchen, living rm; 5 min walk to PO, stores, public dock, bakery, and market. Twice daily mailboat to Isle au Haut/ Acadia Nat'l Park. Sorry, no smoking or pets. \$425/wk, available from Sept. 5th.  
Larry Jones or Jean Sargent, Raleigh, NC, (207) 367-5040 or (207) 367-5156. (4)

**WHARRAM TIKI 26 CATAMARAN,** '90. Not your average clorox bottle. FG over ply, alum mast, main, jib, genoa by Jeckels. Demountable. Copperpoxy bottom. 5hp Honda OB. Old trlr. Sailed from Maryland to Florida Keys, trailered across country. Exc for shallow draft (18") messing about. Asking \$10,000.  
SAMANTHA RITCHIE & DAVE STEWART, Olympia, WA, (206) 956-3119. (4)

**22' OUTBOARD LAUNCH "PUXE."** See article in Sept. '82 "SBJ" and chapter in "Low-Resistance Boats". 5' beam, suit 7-15hp motor. Cedar topsides, cross-strip cedar bottom, mahogany framing. '81. Gd cond, workboat finish. \$395.  
JONES BOATS, Tuckahoe, NJ, (609) 628-2063. (4)



**FOR CHARTER,** 35' classic sailing yacht "Pleiades". Comfortable cruising for 4 on this fully restored and well maintained vessel. Penobscot Bay, ME. \$975 weekly.  
GEORGE EVANS, Islesboro, ME, (207) 734-6641 eves. (6P)



**SAILS. #1:** Cotton 7'2" ft x 12' luff. Machine stitched, 3 batten pockets (no battens), hemp bolt rope, HD stitched grommets, wooden headboard, 3/4" slides on luff & ft, gd cond. **#2:** Cotton 9' ft x 19' luff. Manilla boltrope, 3 batten pockets, 2 battens (for patterns only). For class boat w/logo shown. Alternating blue & natural stripes. Blt by Ulmer of City Island. Gd cond.  
STEVE HOPKINS, 70 Locust Ave., B-602, New Rochelle, NY 10801. (4)

19' MENDER CAT '90, 5hp Seagull, interior cushions, ash wainscote, folding table on CB trunk, portable galley w/stove & sink, sailcover, lazyjacks, topping lift, boom crotch, opening port, tabernacle mast, anchor & rode, fenders, mooring lines. No trlr. Asing \$14,900, may trade.  
PAUL ROSSMANN, Charlestown, SC, (803) 723-3213. (4)

**BUILDING MOLDS.** 15'x46" electric launch, beautiful classic lines. 10'x54" sailing dinghy w/separate deck mold. Lot for \$1,000.  
TOM MC AVOY, Clinton Corners, NY, (914) 266-5253. (4)

17' OLD TOWN CANOE, wood/canvas, '30's. Asking \$125.  
EARLE ROBERTS, 785 Bow Ln., Middletown, CT 06457, (203) 346-0068. (4)

**ALDEN OCEAN SHELL,** older model w/fairly new F. Collar oars. \$250.  
PHIL GARLAND, Barrington, RI, (401) 253-4858 days, (401) 245-6156 eves. (4)

'49 OLD TOWN CANOE, HW wood/canvas w/sponsons. Exc orig cond w/fan backrest, 2 paddles w/orig decals. Gold stripe design #43. A steal at \$800.  
SUE AUDETTE, Mansfield Center, CT, (203) 456-4906 eves, (203) 456-0558 days. (4)

**SAILBOATS.** New selection used 11' thru 26'.  
FERNALD'S, Newbury, MA, (508) 465-0312. (4)

12' SAN FRANCISCO PELICAN, vy gd shape, heavy weather dory. \$1,000 or trade for garvey style OB.  
FRED ZAPF, Toms River, NJ, (908) 270-4749. (4)

**WOODEN LIGHTNING, '47, #2227.** Hull encapsulated in FG for low maintenance. Exc cond, incl trlr, sails & extras. \$800.  
PETER HOGAN, Clinton, CT, (203) 245-1584. (4)

25' OLD TOWN WAR CANOE, ca '54. Gd shape, nds paint. \$2,000.  
SUE AUDETTE, Mansfield Center, CT, (203) 456-4906 eves, (203) 456-0558 days. (4)

17' GRUMMAN CANOE w/sailrig, paddles & life preservers. \$600 firm.  
G.L. CLARK, S. Yarmouth, MA, (508) 394-8390 or (401) 723-2444. (4)

**ATLANTIC FG SAILBOAT,** 11'8"x57", deck forward, molded-in seats, flotation, alum spars & CB, oarlocks, motor mount. Nds sail. \$395.  
W. MURPHY, Kingston, NH, (603) 642-7489. (4)

**ALDEN OCEAN SHELL** w/Oarmaster compl, Ciolli classic oars, fine shape. \$950.  
IRWIN SCHUSTER, Lynnfield, MA, (617) 334-5009. (4)

12' TECH SAILING DINGHY, FG, new sail, alum mast & boom, beach dolly. \$875.  
EMMET DUNLAVEY, Wilmington, DE, (302) 654-9678. (4)

12' FIREFLY RACING DINGHY, mahogany, '55. Orig paperwork, launching trolley, 2 sets sails. Completely stripped, repainted & varnished '94. '92 Bandit trlr. \$1,900 OBO.  
JAMIE BOOTH, Reading, MA, (617) 942-3733. (4)

14' FOLDING TRI-MARAN, fast, stable, w/trlr.  
KENNETH CURRIE, 6504 Margot, Ft. Wayne, IN 46835, (219) 485-8571. (4P)

14' KAYAK FRAME, hand sewn labor of love, \$220.  
AIDA REYES, Dracut, MA, (508) 957-6844 eves. (4P)



**HAVSFIDRA '71** Swedish dble ended FG sloop "Lilliput" 20'x7'x4', hdrm 5'5", Volvo-Penta IB diesel 630 hrs. Sturdy molded construction, seaworthy comfortable dry vessel, 5 sails, roller reefing, 3 anchors, life lines, dodger, much teak, 4 bunks, head, galley, table, hanging locker, cradle, winter cover, sisterships successfully competed in singlehanded transatlantic, flawless '93 survey. For sale at \$10,000 by original owner.  
HERMANN KIRSCHNER, 5 Red Rock Lane, Beverly MA 01915, (508) 922-5548. (4P)

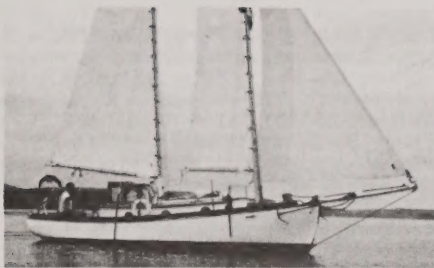
**CAL 21 SWING KEEL.**  
BILL RIXON, Freeport, ME, (207) 865-9632. (4P)

**ROWING SHELL MOLDS.** Approx 24 sets of rowing shell molds et al from Gryphon Marine & Small Craft Inc. Most 20' LOA, different models, also 30'x8'x4' hull mold. Any reasonable offer. Proceeds for non-profit historic renovation of 1890's Baltic Mills, CT.  
JIM BARANSKI, Norwich, CT, (203) 889-4968. (4P)

15' WOODEN BOAT, blt by Dick Harrington. 8hp Evinrude OB, trlr, oars. Three yrs old, like new. \$2,200.  
JARED BROWN, NH, (603) 654-2126. (4P)

**SCHOONER "LARINDA" STORY,** July 30, Community Service Building, Southwest Harbor, Mt. Desert, Maine. Second in a series of summer lecture and slide presentations. "Larinda" is a modified replica of a 1767 colonial schooner.  
LARRY MAHAN, Marstons Mills, MA, (508) 775-6882 wkdays. (5P)





"VICTORY", 32' LOA GAFF SCHOONER. Cold-molded, Lyle Hess influenced design. Lying Bras d'Or Lake, Nova Scotia; sail her there, then back home! Reg. U.S. \$20,000 FIRM.  
AL BUTLER, E. Greenwich, RI, (401) 884-8583 'til June 24, NS Canada, (902) 535-3180 summer. (3)



10' HERRESHOFF PRAM, blt '92. White oak, Honduras mahogany, Atlantic white cedar, ash, laminated frames, west System epoxy & varnish, 7' leathered oars, bronze locks, fitted cover, galv trlr. \$4,000.  
BILL SOUTHWORTH, Scituate, MA, (617) 545-3941. (3)

24' CRUISING SLOOP, Eldredge-McInnis, '58. Atomic-4, head, slps 4, electric refrigeration, 3 sails, MANY extras incl custom HD trlr. EXC SHAPE, professionally refinished 12/93. \$7,800.  
DON LANGLEY, Amesbury, MA, (508) 388-3200. (3)

KLEPPER FOLDING KAYAK, ca '30, 2 person. Restored but not mint cond. Price to be determined. Photo avail.  
DAVE FISHER, P.O. Box 41, Battle Ground, IN 47920, (317) 567-2698. (3)

HONDA OB, 4-stroke 2hp w/carry case, \$375 firm.  
FRANK CLOUSE, Worcester, MA, (508) 791-4766, best 1-5pm. (3)

OLD TOWN CANOE, Penobscot 16. Fastest Royalex canoe, gd cond, first \$550 firm.  
FRANK CLOUSE, Worcester, MA, (508) 791-4766, best 1-5pm. (3)

CONCEPT II ROWING MACHINE in exc cond w/ electronic readouts. Asking \$450, make offer. Will consider swap for equal value.  
JOSEPH RESS, Waban, MA 02168, (617) 332-1482. (3)

SEAGULL OB, 3hp short shaft. Zero hrs after compl refurbishing by dlr, \$300.  
ROBERT COX, 1206 Concannon Blvd., Livermore, CA 94550-6002, (510) 606-5611. (3)

16' FOLBOT KAYAK w/compl sail rig, hardly used. For 2 or 3 persons. All hrdwd framing, beautiful brightwork, cushioned backrests. Two wooden dbl ended paddles. All exc cond. New ones are over \$2k, this one just as gd. Asking \$750. All offers considered.  
RON PATTERSON, Wilton, NH, (603) 654-9687. (3)

OLD TOWN CANOE, Discovery 119K Solo. Used once, lk new, \$350. BRITISH "SEAGULL 40" 3hp OB, exc cond, \$350. SEA EAGLE 8 inflatable w/ flrbrds & OB bracket, \$290.  
TOM FRANKO, Thetford, VT, (802) 785-2709. (3)

25' AMPHIBICON SLOOP, '57. Hull sound, 3 sails, wood pop top, 6hp OB. Gd cond, \$2,000 OBO.  
BOB ESTES, Annapolis, MD, (410) 573-5289. (3)

27' CHOEY LEE SLOOP, blt '66. Full keel, 5 sails incl roller reefing genoa. Sitka spruce mast, 15hp Volvo IB w/rblt trans '93. Incl jackstands, dinghy, cover & frame. Located Pleasant Park, Winthrop, MA.  
FRED MENSCHER, Danvers, MA, (508) 777-0231. (3)

18' SIMMONS SEA SKIFF. Marine ply over ash frames, FG over bottom. Just completed. New 25hp Mercury OB, electric start. Galv. trlr. Clocked at 30mph. \$5,000.  
BACHE BLEECKER, Syosset, NY, (516) 692-7024. (3)

SEA PEARL 21, ballast tanks, roller reefing, 2 biminis, cockpit tonneau cover, custom seating in rear cockpit, galv trlr. All exc. In water less than 20 times. \$4,000.  
JOE WISEMAN, Virginia Beach, VA, (804) 420-7355 office, (804) 420-3427 home. (3)

COMET CLASS SAILBOAT, \$1,500.  
GEORGE COLE, Kensington, NH, (603) 772-3335. (3)

DIRIGO SEA KAYAK, spray skirt, rudder, gd cond, \$1,350. Werner San Juan, \$125. Werner Little Dipper, \$125. Sawyer wood touring paddle, \$75. Expedition rigged Selkie, spray skirt, skeg, exc cond, \$1,400. Lendal powermaster paddle, \$125. Will consider canoe in partial trade for the Dirigo.  
WILSON HUGHES, HOLLY MEADE, Amherst NH, (603) 673-1460. (3)

16' PISCATAQUA RIVER WHERRY. Authentic reproduction, cedar on oak, mahog trim. From Mystic Museum plans. CB, gunter sail rig, jib, 2 sets 7' oars, bronze fittings, custom arched cover, Cox galv trlr. Exc rowing boat, impeccable cond, \$3,000.  
RAY SOBEL, 166 Stevens Rd., Lebanon, NH 03766, (603) 448-4246. (3)

WINDSURFER/KAYAK COMBO, incl Kerma Run 230 Liter ASA board w/6.0 sail. Exc for beginner/intermediate. Use as kayak by removing sail rig, mounting Kaysurf conversion rig. Kit incl seat & footrest unit, mounting straps, paddle. Kaysurf can be installed and removed in about a minute. Everything in vy gd cond. Sacrifice entire package for only \$525. Will deoiver to Mass. north shor eif necessary.  
DON CURRY, Topsham, ME, (207) 725-6914. (3)

16' WOOD SAILBOAT, classic knockabout design, low maintenance plywood hull, all mahog trim, spruce spars, dacron sails. Exc cond, grt boat for wooden boat lovers. Stored @ Conway, NH. \$1,500. New trlr, \$300.  
JEFFREY WHITE, Lexington, MA, (617) 862-7100. (3)

DOVEKIE, early model, wooden leeboards, SS gal-lows. Little used but nds cleaning, etc. \$3,500 or BO or trade for single-cyl motorcycles.  
DICK ZAHN, Pitman, NJ, (609) 589-2407. (3)

26' SAILMASTER SLOOP, keel/CB type, draws 2-1/2'. Compl rblt interior, roller furling. Atomic-4, tiller pilot. In water ready to go abt 5/14. Cradle incl. \$10,500.  
FREDERICK SMITH, Worton, MD, (410) 348-2151. (3)

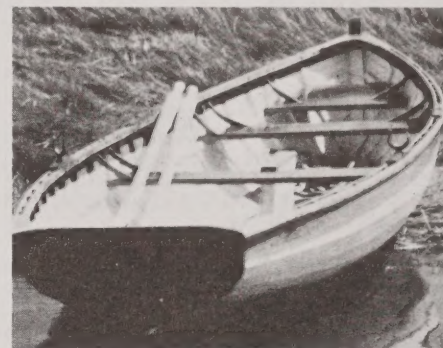
SEA PEARL 21', '90. Exc cond, always wintered indrs. Teak trim, water ballast tanks, convertible cabin, sail covers, fitted tarp, 3hp electric motor w/battery. Quick reefing goosenecks, trlr, many other options & all accessories. Compl ready to sail. \$6,750 firm.  
ROBERT SLEBODNIK, Rochester, NY, (716) 426-1673. (3)

ROB ROY 23 CLASSIC CANOE YAWL. Hull #1. Tanbarak sails, M/J/M & gunter rig. Dk grn FG hull, bronze fittings, teak trim in/out. Cabin slps 2. 10hp Honda 4/stroke out/inboard overhauled 10/93. Strong trlr. Grt shoal/deep water sailer draws 1.5'-4.3'. \$6,500.  
BRIAN CULLIN, 876 N. Kensington St., Arlington, VA 22205, (703) 841-0231. (3)

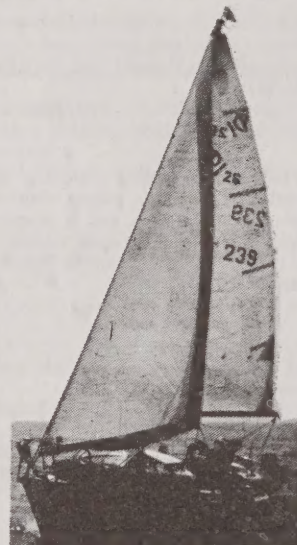
YELLOW JACKET, '56 14' runabout. Molded birch plywood hull is sound & solid. Nds new deck. Orig 30hp Evinrude Lark. Custom blt trlr. Must sell, \$1,200 OBO.  
RAY EATON, Ft. Scott, KS, (316) 223-3030, (313) 223-5480. (3)

WINDSURFER OFFSHORE. Vy stable, gd beginner/intermediate board. W/Rocket 65 sail & all parts, \$225.  
PETER WILCOX, Kingston, NH, (603) 642-8326. (3)

'87 SAROCA, 16'6", w/perf sailing package & trlr, \$1,300 OBO. '47 OLD TOWN CANOE w/factory sailing rig, gd cond, \$800 OBO.  
WILLIAM BRYANT, Box 137 C, South Rd., Moriah, NY 12960, days (518) 546-7055, eves (518) 546-7165. (3)



11'6" HERRESHOFF DINGHIES, rowing/sailing (Columbia lifeboats). Three available. Exc rowing & sailing qualities. Traditional construction, cedar on oak. Incl spars, sails, rudders, daggerboards. All three in newly blt cond.  
DAN SECOR, Brewster, MA, (508) 255-5925. (3)



1976 DAWSON SLOOP "Yeraz", center cockpit, wheel, diesel, furler, spinnaker, fully instrumented & outfitted, superb cruiser. \$9,950.  
PETER BRENNAN, New York, NY, (212) 734-9474. (3)

OLD TOWN CANOE, "Discovery" 16' Royalex, w/ paddles, life vests, old Town motor mount, compl package only, \$750. HONDA OB, 4-stroke, 2hp w/ carry bag, \$499. SUZUKI OB, 4hp short shaft, F-N-R, incl integral battery charging alternator, \$550.  
FRANK CLOUSE, Worcester, MA, (508) 791-4766. (3)

LASER SAILBOAT #18197, wood board & rudder, orig sail. \$925.  
MIKE WEINER, Croton, NY, (914) 271-2465. (3)

APPLEDORE POD, Alden 16' sliding seat rowing boat. \$975.  
MIKE WEINER, Croton, NY, (914) 271-2465. (3)



**NORTH END 28**, upgraded sailing dory, side & after decks added, Awlgrip, self tending Housley jib, 500# lead ballast, 4 opening ports, 8hp Seagull, trlr. 1st sensible offer takes her. Lying Hudson's Boatyard, NEAL COCHRAN, Frederick, MD, (301) 662-5601, (3)

**27' SINGLE ROWING SHELL**, gd training boat, rugged construction, comes w/compl canvas cover, \$1,500. Oars available.

TIM FOHL, Carlisle, MA, (508) 369 5649. (3)

**CLASSIC SWAMPSCOTT SAILING DORY**. Blt around turn of the century by Chaisson of Swampscott. Floats but is not in gd shape. Has rig, CB, etc., could be basis for historic project. Free to someone who can spend the time to use it. **SAVE THIS BOAT!**

TIM FOHL, Carlisle, MA, (508) 369 5649. (3)

**ALDEN OCEAN SHELL**, like new, save over \$800. Incl hull, oars, rowing unit w/sliding seat, \$1,500. MARTIN EZRA, 45 Fairview Ave., Lansdowne, PA 19050, (215) 622-1600. (3)

**TOPPER SAILING DINGHY**, most popular small boat in Europe & UK. New mast and sails. 11', 95 lb., no maintenance boat for one or two, \$1,100. MARTIN EZRA, 45 Fairview Ave., Lansdowne, PA 19050. (215) 622-1600. (3)

**KLEPPER AERIUS II FOLDING KAYAK**, never used. Compl w/2 carrying duffle bags. New price \$3,500, sell for \$2,300. MARTIN EZRA, 45 Fairview Ave., Lansdowne, PA 19050. (215) 622-1600. (3)

**SEAGULL OB MOTORS**, 2 hp, 3 hp, 5.5 hp with F-N-R. Can't keep them all. From \$250 to \$750. Let's talk. MARTIN EZRA, 45 Fairview Ave., Lansdowne, PA 19050. (215) 622-1600. (3)

**ELVSTROM JUNIOR SAILBOARD**, from Sweden. Compl w/mast, boom, sail. Never used. Can also be used as surfboard. Has viewing port. For light person up to 90 lb. \$250. MARTIN EZRA, 45 Fairview Ave., Lansdowne, PA 19050. (215) 622-1600. (3)

**18' FENWICK WILLIAMS CATBOAT**, '89. Cedar on oak; inbd marine engine; Edson wheel steering; folding cabin table; cockpit, sail & winter covers; sturdy cradle; dacron gaff rig sails; cushions, stove, porta potti & extras. Slps 2. \$19,000. Hauling to you can be arranged. WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (3)

**16' GREAT CANADIAN CANOE**, handmade cedar, nr perf. Consider trade for Old Town. BILL REESE, Piermont, NY, (914) 358-4261. (3)

**CAPRI 14.2 SLOOP**, daysailer. Save \$1,600 on boat used only 6 times in fresh water. New trlr incl. \$2,900. RICHARD HARRIS, Grafton, MA, (508) 839-4765. (3)

**'81 DOVEKIE**, 21.5' shallow draft cruiser, upgrades incl cockpit seats, bow CB, lg FG leebds, custom hatch covers. Back porch, factory motor mount & misc cruising gear incl. Located nr Kingston, NY. \$4,750. PAT GIORDANO, Olive Bridge, NY, (914) 657-2889. (3)

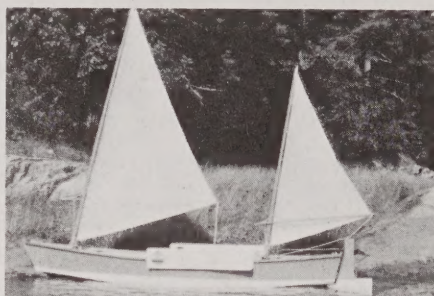
**17' MAHOGANY INBOARD**, varnished, custom built abt '78, 2-cyl US engine not running, tiller steering, needs cosmetic and transom work, on trlr. Perfect for one-lunger or steam or new 2-cyl. Must sell immediately. \$350 or BO. JOHN STILGOE, Norwell, MA (617) 659-2090. (3)

**COM-PAC 16** compl w/tiltr trlr w/Buddy brgs, asking \$2,700. LLOYD GRIMES, (508) 429-4406. (3)

**FLYING SCOT** in grt shape w/trlr & 7.5hp Johnson O/B for the ridiculously low price of \$3300. LYNN HOFFMAN, Philadelphia, PA, (215) 848-4230. (3)

**'27 OLD TOWN 17' OTCA**, exc cond. Open spruce gunwales varnished. New canvas dark green. Double paddle. \$1,200. BOB ALLSHOUSE, Richmond, VT, (802) 434-2999 wknds. (3)

**17' SWAMPSCOTT DORY** (Gardner design), blt '80, solid mahogany planking on oak frames. 2 spritsails, trlr, mahogany & ash oars, custom boat and sail covers. Exc cond, stored inside boat shop. Asking \$4,000. PHILIP NAGER, Marshall MI, (616) 781-4735. (3)



**15-1/2' CAT KETCH LEEBOARD SHARPIE**. Marine fir ply w/FRP taped chines, spruce masts & sprit booms, dacron sails w/reef points. Lots of fun to sail and with pivoting leeboard and rudder no deeper than hull it is handy for poking into those inviting little niches and for camp cruising. It will sleep two under the stars in reasonable comfort. \$975. PETER WATTERS, Cambridge, MA, (617) 492-0483. (3)

**"MOONDANCE"** 12' sprit rigged daysailer/cruiser. West System, 3 yrs old, new Fowler sail, motor, car top rig and/or trlr. \$1,250 or consider interesting/creative trades. DOC MUSEKAMP, Oshkosh, WI, (414) 426-3852. (3)

**WATERFRONT SITE FOR LEASE** to boat blder. Secluded deep river located Edgecomb, Maine. PLATT MONFORT, Westport, ME, (207) 882-5504. (3)

**16' PISCATAQUA WHERRY**, blt @ Strawberry Banke. Lapstrake cedar on oak, oiled inside. Fast & light. In new cond, \$950. PAUL LUCHINI, Salem, MA, (508) 745-9769, (207) 443-5423. (3)

**11'6" WEE LASSIE**, dbl paddle canoe by Mac McCarthy, \$975. PAUL LUCHINI, Salem, MA, (508) 745-9769, (207) 443-5423. (3)

**ROWING SHELL: '91 Little River Marine/Pro Am Elite (1X)** w/wooden Piantadosi oars, FG hull, exc cond. Stored indoors. Replacement cost \$2,600, sell for \$1,450. DAVID MURPHY, Durham, NH, (603) 868-1809 eves, (508) 462-2952 days. (3)

**SUMMER RENTAL**, Pocasset, MA, small boat paradise w/many protected islands & coves. 4br, 100yds to beach & public boat ramp. \$400/4 days, Monday-Thursdays. C. TOM SAWYER, Springfield, MA, (413) 746-8921. (3)

**16' OLD TOWN CANOE**, wood/canvas Guides model, vy little use, mint cond, stored under cover, blt '69. Asking \$1,800. KEN ALLEN, RFD #2 Box 227, Monson, ME 04464, (207) 997-3961 6-9pm. (3P)

**14' KAYAK FRAME**, hand sewn/crafted "labor of love", \$220. AIDA REYES, Dracut, MA, (508) 957-6844. (3P)

**HERRESHOFF BUZZARDS BAY 15**, cedar on oak, blt close to original plans. July completion, buy now, choose color & trim details, bronze hrdwre as original design. \$25,000. LARRY GILLEN, Kansas City, MO, (816) 454-1386. (3P)

**MAINE ISLAND LOTS**: On Long Island in Harpswell, an affordable parcel of land in a wonderful getaway location. 1.1 acres w/200' frontage on and easterly views over the New Meadows River towards "The Basin". \$52,000. On Pole Island at the entrance to Quahog Bay, 5.2 wooded acres w/730' of deepwater frontage, high easterly views, mainland parking, dock and small boat launching, access to electricity. Call for details on these and other waterfront properties in the southern mid-coast area. PAUL CLARK, Morton Real Estate, (207) 729-1863. (3P)

**13' OLD TOWN CANOE**, wood, beautifully made in the '70's. Ideal family canoe. Asking \$1,200. N.E. WHITE, Fayetteville, NY, (315) 637-6211. (3P)

**SUMMER RENTAL**. House on Maine island nr Acadia National Park. 3 br, bath, kitchen. View of hbr, hiking trails on property & at other places on island. Fresh water swimming in nearby quarry, launching sites for small boats, sandy beach. \$500/wk, Sat-Sat. Access to island by ferry 6 times daily. IVER LOFVING, Box 366, Swans Island, ME 04685, (207) 526-4121. (TF)

**33' 22 SQUARE METER SLOOP**, '27, Abeking & Rasmussen designed/blt. Mahogany on oak, copper riveted, orig curved mast & fittings. Undergoing restoration. \$7,000/offers. FULL SEA, Greenport, NY, (516) 734-7409. (TF)

**35' CLASSIC JERSEY SKIFF**, lapstrake hull by Olson '58, cedar on oak, copper riveted, custom finished w/laid teak deck & mahogany house (sedan configuration), twin Mercruisers, full galley, hot water, shower, etc. A beauty in vy gd cond. \$11,000/offers. FULL SEA, Greenport, NY, (516) 734-7409. (TF)

**25' AMPHIBICON SLOOP**, '57, compl rblt & redone, new floors, keelbolts, Dynel decks, new paint in & out, Awlgrippied spars, etc. 10hp Evinrude '89 in well, legal head/holding tank, new plumbing, wiring, compl galley, 4 berths, DS, speedometer. Fast, spacious shoal draft keel/CB. \$9,000/offers. FULL SEA, Greenport, NY, (516) 734-7409. (TF)

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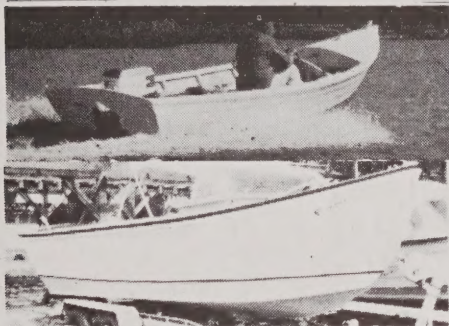


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**BEETLE CAT SAIL RIG.**  
**G.L. CLARK**, S. Yarmouth, MA, (508) 394-8390 or (401) 723-2444. (4)

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**DAVID SOLTESZ**, 5N3 Arbor Green, 275 Green St., Edgewater Park, NJ 08010, (609) 877-6771. (4)

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**GAIL FERRIS**, 1 Bohay Hill, Stony Creek, CT 06405, (203) 481-4539. (4)

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**LES GOULD**, NH, (603) 772-7890. (4)

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**B.R. DE KEYSER**, 13314 Villa Park Dr., Austin, TX 78729, (512) 258-9798. (4)

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**BOB GROESCHNER**, Norwalk, CT, (203) 847-8726. (4)

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**REED WEEDON**, Winchester, MA, (617) 729-0255. (3)

**COMPL SAIL RIG** for Beetle Catboat.  
**G.L. CLARK**, 32 Ocean Ave., S. Yarmouth, MA 02664. (3)

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**JOHN MC LAUGHLIN**, 458 W. Fulton St., Long Beach, NY 11561, (516) 432-9116. (4)

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**MAC MC CARTHY**, 17095 Andrea Pl., Sarasota, FL 34235. (4)

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**FRANK CAMERON**, Seattle, WA, (206) 367-8123. (4)

**BOAT PLANS**, "Instant Boats". "Messing About in Boats", '93 on.  
**J. MC LAUGHLIN**, Long Beach, NY, (516) 432-9116. (3)

**"WOODEN BOAT"** magazines, 102 issues, #12 (9-10/'76) thru #113 (7-8/'93).  
**WILLIAM RAY**, Wadsworth, OH, (216) 335-9244. (3)

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**NAT HAMMOND**, 672 East Campville Road, Endicott, NY 13760, (607) 754-3126 eves. (6P)

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**OLD MAGAZINES.** "Rudder", "Motor Boat", "Power Boat", etc. Pre 1940. Also early IB engine catalogs or books.  
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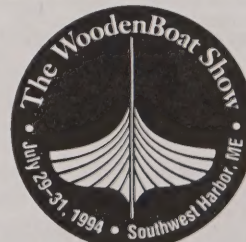
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